

Operation Maintenance Service
Owner's Manual



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Owner's Reference Information Form

OWNER INFORMATION:

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

TRAILER INFORMATION:

Model: _____ Color Code: _____

Type (*circle one*): Horse Stock Cargo Utility Other _____

Length: _____ Width: _____ Height: _____

Axles (*circle one*): Single Tandem Triple

Axle Size: _____

Tire Brand: _____ Tire Size: _____

Vehicle Identification Number (VIN): _____

Key # EX: CH5 Location _____

Welcome To The CM Trailers Team

Thank you for purchasing your new CM trailer. You have now joined an ever-growing team of quality conscience trailer buyers.

CM Trailers established in 1990, is a family owned and operated business. Products manufactured by Contract Manufacturer, L.L.C., under the name of "CM Trailers" are designed and manufactured to give you many years of reliable service. The combination of quality materials and top craftsmanship continues to put CM Trailers above our competitors.

The safety and comfort of your cargo, whether animal, auto or freight, is the highest priority in every CM Trailers design and manufacturing phase. We are proud to offer animal-safe engineering in every horse and stock trailer model produced. However, as a responsible trailer owner, it is your responsibility to be familiar with your new trailer. It is also important to follow safety guidelines and the recommended maintenance instructions to ensure you have many years of safe hauling.

As you begin to use your new CM trailer, this Owner's Manual will allow you to become more familiar with the operation, maintenance, and care of your trailer. This manual will reference excerpts from other manufacturer's manuals which have components on CM Trailers products.

The material contained in this publication is both generalized and specific. This manual is designed to give you general information about your product. Upon receiving this manual, you should have also received a warranty registration form, survey, and a postage-paid envelope to return them in. After your warranty registration is received by Contract Manufacturer, L.L.C., it will be on file should you require any type of warranty related repairs. **IF YOUR WARRANTY REGISTRATION FORM IS NOT ON FILE, THE WARRANTY CANNOT BE HONORED.** A copy of the warranty registration form (after completion) should be retained for your files. The survey will be forwarded to the marketing department for use in research and product development.

When a trailer is sold, traded in or leaves the initial owner, it is the responsibility of the owner to transfer this manual to the receiving party.

Divisions of CM Trailers

This publication pertains to all trailers produced within any of the following divisions.



Disclaimer

All trailers manufactured by CM Trailers are designed to be used within the specific engineering guidelines. These guidelines are determined by the type of trailer, i.e. horse, stock, cargo, auto or utility. It is suggested that all trailers are to be used as designated by the manufacturer. At no time is it suggested or approved in any trailer manufactured by CM Trailers for the use of any heating device in an enclosed area. Some heating devices may release fumes, flames, smoke or other hazardous emissions, which could result in serious injury or possible death due to asphyxiation.

Contract Manufacturer, L.L.C. assumes no responsibility for the misuse or improper operation of towing trailers, nor the results from neglecting to follow manufacturers' recommended instructions and maintenance guidelines. Failure to comply with suggested guidelines could result in nullification of warranty.

CM Trailers reserves the right to make any change in paint, design or construction as necessary for engineering. All visual representation, specification and guidelines are based on the latest product information available at the time of this publication. All trailers manufactured by Contract Manufacturer, L.L.C., d.b.a. "CM Trailers" are covered in this publication, with minor exceptions. For more information, call 580-795-5536 or toll free 888-CM-TRLRS. You can also reach us by mail at CM Trailers P.O. Box 680, Madill, OK 73446. E-mail: customerservice@cmtrailers.com, web site: www.cmtrailers.com

Terms And Definitions

Bumper Pull Hitch: The primary connecting system for a bumper pull trailer, typically mounted to the underneath side of the tow vehicle. All towing hitches are recommended to be installed by a trained professional. See your nearest CM Trailers Dealer for information.

Warning: Any structural modifications on your tow vehicle can void some manufacturer's warranties.

Gooseneck Hitch: The primary connecting system, for a gooseneck trailer, typically mounted to the frame of the tow vehicle at the rear axle with the ball extending through the bed. All towing hitches are recommended to be installed by a trained professional. See your nearest CM Trailers Dealer for information.

Warning: Any structural modifications on your tow vehicle can void some manufacturer's warranties.

Ball: The "ball" is spherically shaped with a smooth neck, seat and threaded shank. The seat rests on the platform of the hitch with the threaded shank extending through the hitch platform, therefore, secured with a lock washer and nut.

Coupler: A coupler is attached to the front of the trailer towing frame and is the mechanism that connects the trailer to the hitch ball on the tow vehicle.

Emergency Breakaway System: The Emergency Breakaway System consists of a several components. A black plastic plug is connected to a small cable that attaches to the tow vehicle. The plug is then seated into a slot on the breakaway switch that blocks an electrical current from engaging the brakes during an emergency while in transit. The breakaway switch is a small rectangular housing constructed of black plastic with a contact point inside. It is typically located near the coupler with the battery supply in very close proximity. The purpose of the emergency breakaway system is to automatically apply the trailer brakes in the unlikely event of the trailer separating from the tow vehicle while in transit. *For more information see the Schematic Wiring Diagram for Breakaway Switch included in your owner's packet.*

Electric Brakes: All trailer products that are standard with brakes use an electric braking system. The proper brake control must be installed in the tow vehicle. This system is activated when the brake pedal in the tow vehicle is applied causing an electrical impulse to be sent to the rear brake lights on the vehicle. This impulse simultaneously engages the braking system on the trailer. See your brake control manual for operating instructions.

Safety Chains: Chains attached to the frame beneath or behind the coupler, that are used in the unlikely event of the trailer separating from the tow vehicle while in transit. All CM Trailers are standard with safety chains. *See Suggested Safety And Hookup Procedures for proper usage.*

Drop-leg Jack: A lifting and lowering mechanism located at the front of the trailer beneath the gooseneck and mounted to the frame. The jack is extendable with a manually operated drop-leg. The jack is composed of a set of upper gears and a worm gear. The cranking handle typically mounts to the street side and in some cases the curb side of the trailer. *See Suggested Safety And Hookup Procedures for proper usage.*

Top-Wind Screw Jack: A lifting and lowering mechanism located at the front of the trailer behind the coupler and mounted to the frame. The cranking handle is mounted on the top of the jack stem and is operated in a horizontal circular direction. The jack is composed of a inner screw gear that during operation raises and lowers the coupler by extending the outer tube from the tube overlap. *See Suggested Safety And Hookup Procedures for proper usage.*

Curb Side: Standing behind the trailer looking towards the rear loading doors, the "right side" of the trailer is the curb side. Another example would be "passenger side" of a automobile.

Street Side: Standing behind the trailer looking towards the rear loading doors, the "left side" of the trailer is the street side. Another example would be "driver side" of a automobile.

Walk-Thru Door: A door giving passage access for a human from horse area to the tack room, living quarters or exterior of a trailer.

Side Access Door: A door that gives access to the interior of a horse or stock area of a trailer. This type of door is not recommended for normal animal passage.

Tongue Weight: The tongue weight is the amount of weight a trailer exerts on the hitch of the tow vehicle. Variables such as trailer weight, axle placement and trailer loading determine tongue weight.

Gross Trailer Weight (GTW): The total weight of the trailer when it is empty.

Gross Axle Weight Rating (GAWR): The maximum weight rating of the weakest variable (axle or tires) per axle.

Note: All axle ratings will be listed as per FMVSS 120, Section 5.1 states, the maximum load rating of the tires and rims fitted to an axle shall not be less than the GAWR specified on the certification label.

Gross Vehicle Weight Rating (GVWR): The maximum combined weight of the trailer and the rating of the weakest variable (coupler, axles or tires). Actual weight carrying capacity of the trailer, including trailer weight.

Use Consideration

All trailers manufactured by CM Trailers are designed for categorized uses, i.e. horse trailers are designed to haul horses. It is recommended by manufacturer to haul only the type of livestock determined to the specific trailer. It is not recommended nor approved to haul cargo other than live animals in horse or stock trailers. Neither is it recommended nor approved to haul livestock in cargo, auto or utility trailers. In the transporting of livestock in recreational (living quarters) models precautions should be taken to ensure the safety of all human occupants. When walk-thru doors are in use, precautions should be taken to ensure continual closure and security of livestock from the living quarters area.

Warning: *the storage of items containing hazardous or flammable substance is not recommended without proper ventilation. High temperatures in an enclosed area could produce a volatile situation.*

Alterations or Modifications to Your CM Trailer

If you plan to make any alterations or modifications to your CM trailer, check with the factory. Sometimes what appears to be a minor alteration or modification could compromise the integrity of the trailer. Some alterations or modifications could void your CM Trailers warranty.

Alterations to the mechanical systems (plumbing, electrical, heating, air conditioning, etc.) on CM Trailers living quarters models should only be performed by a qualified professional technician. For helpful information on locating a technician, contact your CM Trailers dealer.

Suggested Safety & Hookup Procedures

CONNECTING YOUR CM TRAILER TO TOW VEHICLE

- Prior to hook-up, check hitch on tow vehicle.
 - Check for loose bolts, attaching pins, etc.
 - Check ball for proper torque and size to match trailer coupler.

Caution: *An incorrectly matched coupler and ball will most likely lead to an accident and could cause damage to the trailer and/or injury to involved persons.*

- When receiver hitch is used, check cross pin and safety pin.
- Always check to insure a clear path before backing your tow vehicle to the trailer. Check to be sure that no small children and/or other persons are in the specific (immediate) area when backing up to your trailer. Until you have become accustomed to the procedure, generally it is much easier to back the vehicle with someone guiding you for correct alignment with the trailer coupler. Make sure that the trailer coupler will clear the top of the ball, failure to do so could cause you to push your trailer and possibly cause damage to your trailer. Always back your vehicle at a slow rolling speed. If you are not familiar or it is unclear how the hitch or couplers operate, see the section on Bumper Pull Coupler And Hitch or Gooseneck Coupler And Hitch located in the manual.
- Check electrical connector plug on vehicle.
 - Visually check for loose or frayed wires hanging from the plug and where it's connected to tow vehicle wiring.
- Check for proper ball size to match trailer hitch coupler, verify coupler securely attached to ball and insert safety pin.
 - Connect trailer to tow vehicle.
 - Attach safety chains to safety chain loops on the tow vehicle.

(Chains must be hooked to a permanent member of the tow vehicle. The addition of eyes or loops may be necessary to accommodate the safety chain properly. It is suggested to cross the chains when hooking them to the tow vehicle. This should allow the coupler to be cradled in the event that the trailer improperly leave the tow vehicle.)

- Check trailer for proper towing attitude. A loaded or unloaded trailer must be towed with a positive hitch height for a safe towing. When the hook-up is slightly higher compared to a level trailer, smoother performance is given.

- Connect electrical plug to the vehicle by opening the lid covering the receptacle and lining up the notch in the receptacle with the protrusion on the plug, then pressing firmly into place. Then check lights by verifying on trailer as follows:
 - Check marker light (running lights) with only park lights on. If interior dome lights are applicable, they should be tested now.
 - Turn off tow vehicle park lights, then turn on left turn signal and verify on the trailer.
 - Turn off left turn signal, then turn on right turn signal and verify on the trailer.
 - With turn signals and park lights at the off position, apply pressure to the brake pedal on the towing vehicle and verify that the brake (stop) lights are working.

Warning: Always check that your trailer lights are operating before you begin towing the trailer.

- Check electric brakes if applicable.
 - Check electronic brake control for proper setting. Set the control's level adjustment and adjust the gain control as needed. Consult the brake control manual for proper adjustment procedure.
 - After setting the brake control, start the tow vehicle and pull the trailer forward.
 - Apply the trailer brakes manually using the brake control only. Repeat this several times adjusting the gain control until smooth braking action is achieved.
- Check the emergency break-away system with the break-away battery installed.
 - Pull the emergency break-away cable pin from the emergency break-away switch. Start the tow vehicle and try to pull the trailer forward, the brakes should now be engaged on the trailer only, causing a dragging pressure against the trailer. As soon as this procedure is tested, reapply the emergency break-away pin back into the switch. While the pin is removed, a depletion of energy is occurring from the battery.
 - Connect the emergency breakaway switch independently and not to the safety chain or hitch ball, it needs to be attached securely to the tow vehicle.

Warning: Always check the operation of the emergency breakaway switch and insure that it is connected to the tow vehicle.

- Check all tires for proper inflation.

- Recommended proper tire inflation will be listed on the side wall of the tire.

Warning: *Never exceed the tire manufacturer's recommended capacity. If you feel that you will be loading your trailer beyond tire capacity, traveling excessive mileage, or in rough terrain, you may choose to upgrade your tires. However, it is recommended that you contact the CM Trailers Customer Service Department or your nearest CM Trailers Dealer for information regarding GVWR.*

Note: *All axle ratings will be listed as per FMVSS 120, Section 5.1 states, the maximum load rating of the tires and rims fitted to an axle shall not be less than the GAWR specified on the certification label.*

- Check all lug nuts for proper torque.
 - Check suspension components, wheel and lug nuts for proper wear. Proper torque on all CM trailers is 85-95 ft-lbs. During the life of the trailer, it is recommended to periodically check lug nut torque. Failure to so may result in damage to trailer and contents or injury.
- Check all doors, gates and latches.
 - All doors and gates should be closed and latched during towing.

Safety Tips

CONNECTING TRAILER TO TOW VEHICLE

See Suggested Safety And Hook-up Procedures.

TOWING YOUR CM TRAILER

It is very important to tow your trailer with a vehicle that is equipped with adequate power, proper brake system, correct hitch size and an ample suspension to maintain a safe ride. If you have questions as to the recommended size hitch, see your nearest CM Trailers Dealer or a professional hitch installer. It is imperative for a smooth ride and proper operation from tandem rubber torsion axles to have the trailer elevation towed at a minimum level to slightly positive height. When purchasing a new vehicle it is recommended to confer with both your automotive dealer and your CM Trailers dealer for tow ratings.

Caution: *Using an over-sized or under-sized hitch can cause damage to the frame of your CM trailer. It is always recommended by the manufacturer to use the proper size hitch ball and coupler. Proper clearance between the trailer body and truck bed is necessary for damage free operation and is the responsibility of the vehicle operator. A trailer can be ordered with the axles "blocked", therefore raising the trailer to allow for proper clearance or the neck can be raised giving additional clearance.*

The total load-carrying capacity of your CM trailer is called the Gross Vehicle Weight Rating (GVWR) and is shown on the federal identification tag, this tag is located on the street side near the front of the trailer. The GVWR is the weight of the trailer and load that the axles can carry. The GVWR must not be confused with the weight of the trailer. When fully loaded the total weight of your trailer can not exceed the stated GVWR.

General Rules

1. Stay within your GVWR and preferably travel as light as possible.
2. Distribute additional weight as evenly as possible.
3. Store heavy items over the axles and as near the floor as possible, reducing possibility of weight shifting.

Do not at any time exceed the Gross Vehicle Weight Rating (GVWR) of the trailer posted on the Vehicle Identification Number (VIN) plate.

It is very important to know both your Gross Vehicle Weight Rating (GVWR) and tongue weight of your trailer. Always make certain the your tow vehicle is adequate to cover for both. This information is generally found in your tow vehicle owner's manual. As a general rule of thumb, the tongue weight of most bumper pull trailers is 10% of the Gross Trailer Weight (GTW) and up to 25% for gooseneck trailers. Although this applies to most models, one must always consider the original engineering design of that trailer.

TOWING PRACTICES AND SPEED

Always use extreme caution when towing your CM trailer. Do not exceed the posted speed limits on the roads you are traveling. When making a sharp degree turn, extreme caution should be taken in traveling speed. Be aware that traveling at higher speeds or hauling heavier loads will increase your stopping distance.

Some of the most common trailer repairs come from tow vehicle operators forgetting they are pulling a trailer. It is easy to damage a nose sheet and/or vehicle by simply turning too sharp. Damage to the running boards and fenders normally occurs by not knowing or forgetting to allow for adequate side clearance (width of trailer). Bumper pull models tow differently compared to gooseneck models. You should always be aware of your turning radius to avoid clipping objects or damaging fenders and tires while turning. Position mirrors so that you have adequate visibility of the area around and behind the trailer. Clipping posts, curbs and/or running over objects can cause a bend and/or serious damage to your rubber torsion axles.

Allow adequate braking time and navigation of turns. Always remember, your horse cannot see nor anticipate the braking, turning or stopping of a trailer. Caution while turning will assist in a smoother and safer ride for both the animal and passengers.

SECURING YOUR LOAD

Always gate and/or tie your livestock as tightly or securely as possible. Livestock and horses shifting in the trailer may cause the tow vehicle operator to lose

control, and possibly lead to an accident. Stud dividers and/or full partitions are recommended for animals that are more likely to kick or become unruly while in transit.

When hauling (inanimate) cargo , always secure it to avoid shifting which could possibly damage the cargo and the interior of the trailer.

LOADING AND UNLOADING YOUR HORSES IN TRAILER

Always use caution when loading or unloading animals from your trailer. Be sure to keep small children away during loading and unloading procedures.

Horses tend to have different preferences of loading and unloading, such as ramps compared to step-ups, or back out compared to turning and coming out head first. It is suggested to become familiar with your animal and question previous owners about pre-existing habits. Careless loading could result in possible injury to both the person and the horse.

LOAD DISTRIBUTION

Tongue weight is a determining factor in trailer handling. Too little tongue weight causes sway or hitch disengagement from the ball. Excessive tongue weight may exceed guidelines set by the tow vehicle manufacturer and can cause steering or suspension problems. Tongue weight of less than 10 percent can cause stability problems. A general guideline for tongue weights are 10-15 percent on bumper pull trailers and approximately twenty-five percent of trailer weight for goosenecks.

The control of trailer sway and maneuverability has been a deciding factor in the popularity of the gooseneck hitch. The gooseneck hitch is located over the rear axles of the tow vehicle. This positioning prevents the trailer from causing the vehicle to sway from side to side. The weight on the axles restrict any unwanted and hazardous lateral movement of the vehicle.

Differing from the gooseneck, the bumper pull hitch is located from 3 to 6 feet behind the rear axles. In the event of improper load distribution, a bumper pull trailer has the necessary leverage to move the tow vehicle laterally. When this occurs, the trailer will literally steer the vehicle and cause a sway or fishtailing motion. More tongue weight will increase the weight on the tow vehicle wheels causing better traction of the tires, therefore, reducing sway.

TEMPERATURE

Always be aware of the temperatures when towing animals and/or temperature sensitive cargo. Inside a trailer can reach extreme temperatures in certain conditions.

Darker color exteriors tend to absorb heat much quicker than lighter colored exterior surfaces, however, even white and aluminum colored exteriors will heat up while parked in direct sunlight. Counter measures should always be taken when heat is a factor in your traveling. Some suggested measures to be taken

are: (1) to open windows and create a cross ventilation pattern, especially when stopped; drop-down windows are standard with drop-down head grills and are available on some models. Animals should never while traveling be given the opportunity to have it's head hanging or projecting through any window. This is dangerous and presents an unsafe situation. Drop-down head grills should always be in the upright (closed) position while the trailer is being towed. If your model doesn't have drop-down head grills, it is recommended never to travel with open drop-down windows, rather if available open only slide window. (2) Two-way flip-up vents are located over head and provide an excellent source for cross ventilation. Reverse direction should be used during precipitation.

Caution: *Due to heat and dehydration factors, it is recommended to periodically water your animals on extended trips. See you local veterinarian for recommendations.*

Ventilation is important during all seasons. During the winter season, when trailers are not insulated, moisture can build up inside the trailer and condense on the walls and/or floors, and possibly freeze.

Tack compartments are recommended for short term storage only (when trailer is in use) and not intended for long term storage. Moisture or intense heat may damage your saddles and tack.

This printing is intended to aid in safe trailer towing and does not intend/nor claim to address all issues of safe towing, loading and/or handling that may occur. Contract Manufacturer, L.L.C. "CM Trailers" nor its associates assume any responsibility for the collective comments of these suggestions.

Operating Instructions

All of the following standard and/or optional equipment can be further explained or demonstrated by your CM Trailers Dealer in the event that any of the following operational description is unclear. Through this publication, you will find cautions and warnings. In the operation of your CM trailer, all caution, warning and danger labels should be observed. All cautions are to prevent you from making an error that could cause damage to the trailer, tow vehicle and/or personal injury to yourself. Warnings are made to remind you to be careful and take extra precaution to avoid possible personal injury to you and/or your animal. Danger denotes high possibility of serious injury or possible death if caution is not taken.

ENTRY KEYS AND DOOR LATCHES

All CM trailers that have lockable doors,(i.e. tack room, walk-thru or drop down feed doors), are equipped with keys. At the purchase of your new trailer, the dealer will either give you a set of keys or they will be attached to the bridle hooks or door latch. In the event that you lose or need additional keys you may purchase them from your CM dealer. For your convenience, it is recommended that all key numbers be recorded on the Owner's Reference Information Form in the front of your owner's manual and/or stored with your records.

In the event of any latch sticking or hanging, apply a lithium lubricant. Work or maneuver the latch several times to allow any friction to release and the lubricant to work in. If this problem persists or your latch has a bent or broken part, contact your CM dealer for repair. When operating doors, always keep hands and arms clear and free from contact.

DIVIDER LATCHES

Always maintain adequate lubrication (lithium) on pin, slam and rotary latches. Excessive lubrication is not required.

Caution: *Never try to release or open a divider with an animal's weight applying pressure directly to the divider. Standing behind the divider and releasing it presents an unsafe situation and could cause immediate injury from the swing of the divider. Cautious observance is always recommended in the loading or unloading of all animals. Dividers should never be opened without the operator maintaining full control of the swing.*

Caution: *Always be sure that all fingers, hands, persons and clothing articles are clear of pinch or trap areas when operating dividers, gates and doors. To avoid possible damage or injury, always be aware of the open/swing radius.*

Dividers standard with **pin latches** are to be opened simply by (with no animal pressure on divider) placing one hand on top of the divider for swing control, while grasping the top of the vertical pin with the other and pulling the pin directly up. Maintain one free hand on the divider for swing control. This should release the pin from the divider ferrule, therefore freeing the divider to swing. For divider latching or closing, reverse the above procedure.

Dividers standard with **slam latches** are to be opened (with no animal pressure on divider) by firmly grasping the vertical handle beneath or inside the divider. Slide the handle to the opposite direction of the latch, and pull the divider toward the rear of the trailer, therefore, freeing the divider to swing open. For divider latching or closing, reverse the above procedure while closing the divider, simply apply pushing pressure toward the divider and the latch will automatically release and close with pressure and friction.

Dividers standard with **quick release rotating slam latches** require minimal pressure to open. Simply (with no animal pressure on divider) with one hand on the divider, take the free hand and with minimal pressure, rotate the lever on the latch to the street side of the trailer releasing the latch and freeing the divider to swing. For divider latching or closing, reverse the above procedures. If operation instructions seem unclear, see your CM Trailers dealer or call CM Trailers Customer Service for proper operating instructions.

Caution: *When operating dividers, always keep fingers, hands, arms and persons, clear and free from latching or pinching contact. Always be aware of the divider opening or swing radius and clearance.*

DOOR, GATE AND RAMP LATCHES

Different model trailers require various styles of latches. CM trailers uses many different styles, i.e. frictions bar (slam) latch, sliding pipe latch with drop pins, double fixed pin slam, double retracting pin slam, flat bar latch, one-half bar latch, single cam latch, double cam latch, quick release rotating slam latch, two-point gravity slide slam latch, manual pin latch and two-point leverage latch. All center gates are equipped with a gravity slide hold back (located on the interior curb side) to secure gate in a fully open position.

Caution: *Always be sure that all fingers, hands and clothing articles are clear of pinch or trap areas when operating gates and doors. Warning it is not recommended to open center gates from the inside of the trailer with live animal(s) loaded. Always be aware of the door/gate opening or swing radius and clearance.*

Friction bar latches also known as slam latches (used mainly on gooseneck stock trailer center gates) are released fairly easy. First, (located on street side) disengage the vertical locking pin by pulling it in an upward motion and rotating the handle to rest on the set pin. Next by firmly grasping the horizontal handle from the exterior of the trailer and push inward. While this procedure is being performed, simultaneously the other hand will be used to (with caution) swing the gate open to curb side.

Warning: *it is not recommended to open center gates from the inside of the trailer with live animal(s) loaded.*

To close the friction bar latch, simply swing the gate back to the closed position, thus engaging friction bar and setting gate to position which prevents gate from swinging back open. At this point safety pin (vertical drop pin) should be secured on the street side exterior of the trailer, located at the latch.

Sliding pipe latch with drop pins (used exclusively on the gooseneck stock trailer rear gates) are to be released by sliding the t-shaped safety pin up with one hand and holding it in a stationary position. With the free hand, firmly grasp the handle located on the horizontal pipe and sleeve, then apply pressure sliding the latch to an open position, which will release the horizontal pipe from sleeve on the opposite gate. This procedure will allow you then to raise the drop pin on each gate to the appropriate clearance height. The gate(s) should be free to swing into or out of the trailer opening. To close and secure gates, reverse the above procedures.

Caution: *Never open gates with anyone in a compromising position that injury may occur.*

Double catch slam latches (used mainly on stock trailers) are to be released by firmly grasping the angled handle (located on street side) from the exterior of the trailer and pulling downward. While this procedure is being performed, simultaneously the other hand will be used to (with caution) swing the gate open to curb side.

Warning: *It is not recommended to open center gates from the inside of the trailer with live animal(s) loaded.*

To close the double pin slam latch, simply swing the gate back to the closed position, thus engaging the receiver bar to accept double latching and setting gate to position which prevents gate from swinging back open. Close and secure procedures are to be the same procedure reversed.

Double retracting pin slam latches (used mainly on aluminum stock trailer center gates) are to be released by firmly grasping the T-handle (located on street side) from the exterior of the trailer and rotating it toward the opposite side of the trailer which will force extraction of the double pins. While this procedure is being performed, simultaneously the other hand will be used to (with caution) swing the gate open to curb side. Warning it is not recommended to open center gates from the inside of the trailer with live animal(s) loaded. To close the double retracting pin slam latch, simply swing the gate back to the closed position, thus engaging the extracting pins back into the receiver bar and setting the gate to a position which prevents gate from swinging back open. Close and secure procedures are to be the same procedure reversed.

Gravity slide latches are to be opened from the exterior of the trailer (located on the street side) simply by lifting the small handle which projects through the extruded side panel. This will release the latch and allow the gate to swing to an open position. Return the center gate to a closed position by swinging it and allowing automatic latching. Gravity slide latches are designed for low to no maintenance and will automatically latch by slamming the gate.

Flat bar latches have a butterfly safety hasp with a safety pin. Remove the safety pin and open the butterfly hasp by rotating the upper portion in a counterclockwise motion to the twelve o'clock position. At this point firmly grasp the horizontal bar, next rotate the handle up in a counterclockwise motion and pull outward away from the trailer giving the door or gate free swinging access.

Caution: *While entering and exiting the trailer always push the latching system back out of the way to avoid unnecessary contact or injury.*

Close and secure procedures are to be the same procedure reversed. This procedure applies to ramps equipped with flat bar latches.

One-half bar latches are to be opened, closed and secured by the same procedure as the flat bar latch. See previous instruction.

Single and double cam latches are to be opened, closed and secured by removing safety pin from the butterfly hasp and rotating the upper portion of the latch in a counterclockwise motion to the twelve o'clock position. At this point firmly grasp the horizontal bar, next rotate the handle up in a counterclockwise motion and pull outward away from the trailer. Notice during this procedure, at the bottom and top of the door or gate that the cams or lugs are following your manipulation of the handle. During the above process, the cams or lugs are being released simultaneously from the receivers. When the cams or lugs are free, open the door or gate, return the handle back to the secure position and

latch the door hold backs (if applicable) during loading or unloading. Close and secure procedures are to be the same procedure reversed.

The above procedure applies to ramps equipped with horizontal double cam latches. Operator simply adjusts from vertical opening movements to horizontal. If your trailer has a ramp with a full width cam latch, the latch handle should be returned to the closed position after the ramp is initially open to reduce the possibility of the handle being bent or broken when the ramp is fully extended.

Caution: *When opening a ramp, always maintain adequate clearance for yourself, other persons and/or equipment to reduce any possibility of personal injury or damage. Overhead swing can be difficult to judge, therefore, it is recommended that the operator of any ramp familiarize themselves with the ramp's swing clearance. All latches require adequate lubrication from time to time. If a latch becomes difficult to operate, bent or broken, contact your CM dealer for repair.*

Manual pin latches are used in various ways. The most common is on slider gates. These gates normally are two gates overlapping one another. When opening a slider gate simply place one hand on the vertical handle located on the slider gate and the other on the manual pin that secures the slider and lift up vertically. Releasing this pin will allow the slider to be opened for loading or unloading.

Caution: *Always open slider to a fully open position to avoid animal contact or injury with the gate.*

If the animal appears too large to access the slider with plenty of clearance on both sides, it is recommended not to use the slider with that particular animal. Close and secure procedures are to be the same procedure reversed. When closing and securing the slider always use caution and keep all hands and fingers clear of pinch areas.

Two point leverage latch is standard for most horse and stock rear full width gates. This type of latch is simply operated by firmly grasping the horizontal round bar at the street side rear corner of the trailer and applying adequate pressure inward toward the trailer. While at the same time removing the manual vertical pin from it's secure position, by lifting directly upward. This procedure will allow the leverage latch to become progressively free as you continue to pull the handle horizontally to the rear of the trailer. At this point maintain safe control of the rear gate and swing open to desired position. It is recommended to return the horizontal handle back to a semi-closed position without securing it with the manual pin. When swinging gate open, always be aware of surrounding obstacles and practice safe loading and unloading procedures. Close and secure procedures are to be the same procedure reversed.

Some latches have a standard safety pin hasp that receives a safety pin, when this is applicable the safety pin should always be secured before transit.

DROP-DOWN FEED DOORS

All factory installed drop-down feed doors on CM products are made of aluminum, with a sliding radius corner window and a drop-down aluminum head grill. These windows are designed to provide the utmost safety for your animals. The optional drop-down aluminum head grill makes traveling in heated temperatures more moderate allowing ample air flow through the trailer. It is not recommended to attach or tie animals, feed equipment or tack directly to the head grill.

When operating the drop-down feed door, simply release the door by lifting up on the recessed latch or exterior handle (located at the top center of the door). When this procedure is performed the door should be free to swing open and down exposing the aluminum head grill. The head grill can also be dropped down to allow feeding or total head exposure while parked. Simply grasp and pull outward the horizontal cable running from side to side located in the middle of the head grill. (It is never recommended to leave the head grill down or open during transit). Return the head grill back to closed position by swinging the grill back into the opening and allowing the sides to automatically snap in place, or return to closed position with the drop-down feed down. Close the drop-down feed door by swinging the door back into the opening, therefore, allowing the recessed latch to activate or lock.

Warning: *It is never recommended to leave the head grill down while in transit. The head grill should always be returned to the closed position before traveling. Failure to comply with this could result in serious injury to both animal and trailer, or possibly death to animal.*

SLIDING WINDOWS

All CM products containing a sliding window have radius corners for added safety and a cleaner appearance. When operating the window, activate the pressure release in the center of the window and slide the movable section to the opposite side (to the left or right of the closed position). To close the window reverse the above procedure with all hands and fingers clear.

REAR FOLD-AWAY TACK COMPARTMENT

Located in the rear on the street side of the trailer, the tack compartment can be removed with the tack compartment wall folding up to the street side. To begin this procedure, clear all remaining tack from the rear tack compartment, then release the pin located at the top of the saddle tree connecting to the roof frame, by pulling the pin downward. This will release the saddle tree at the point of lock. Tilt the saddle tree outward and lift, depending on the model of trailer the saddle tree may be placed back in the front tack room. To fold-away the rear tack compartment wall, simply locate the securing pin(s) on the interior side of the center post at the back doors. Location of the pin(s) is dependent upon model. When pin(s) is located, free the wall by extracting spring loaded pin from the closed position. As wall becomes free, begin to fold forward and to the street side. After partition is firmly against the street side interior wall, lock down the folding wall with the (hook shaped) gravity slide locking pin, located at the top of

the partition. To restore the rear tack compartment to a usable position simply reverse the above procedure. If moved to the front tack room the above procedure reversed will install the removable saddle rack. Make sure all pins removed are secured back in place and that everything is ready for travel. Moveable partition can be removed if desired by extracting the pins from the hinges on the wall.

Partitions are very bulky and extreme caution is recommended if removal is necessary. It is never recommended for a single individual to perform removal solo.

CM Trailers recommends that tack should not be stored long term in the tack compartment due to condensation and mildew factors in diverse climates.

PERMANENT REAR TACK COMPARTMENT

Located in the rear on the street side of the trailer, the permanent tack compartment cannot be removed. The saddle tree is mounted permanent and cannot be moved to the front, nor removed. The radius wall separating the rear tack compartment from the horse area is a solid wall to the floor and roof. CM Trailers recommends that tack should not be stored long term in the tack compartment due to condensation and mildew factors in diverse climates.

FRONT WALK-IN TACK ROOM

Located in front of the horse area with generally one access door on the curb or street side (dependent upon model). Front walk-in tack rooms are designed to store tack short term and are not intended for camping or overnight stay. Only living quarters models are designed to accommodate camping, sleeping and/or overnight stays, and are equipped with safety features, such as, a rollup vent and/or an kick out (egress) window (escape hatch)., walk-in tackrooms are not.

Danger: Manufacturer warns against the use of any heating device in an enclosed area. Some heating devices may release fumes, flames, smoke or other hazardous emissions, which could result in serious injury or possible death due to asphyxiation.

BUMPER PULL COUPLER AND HITCH

The bumper pull coupler is the actual component that connects the trailer to the tow vehicle. Match the coupler size on the trailer to the ball size on the tow vehicle. It is imperative for an exact fit, no exceptions. All couplers CM Trailers uses are either 2" or 2 5/16". Open the coupler (if applicable) by sliding the coupler sleeve back toward the trailer. Depending on the model this can be simply performed by pulling out the safety pin and rotating the handle forward to release the sleeve, allowing the coupler to swing open toward the curb side, or on other models by removing the safety pin. Firmly grasp the release trigger beneath the horizontal lever and pull it up to the handle. Then continue by applying a forward pressure and lift the handle upward simultaneously. The handle when properly released will stand in an upright vertical position. (If the coupler sleeve is stuck or stiff, use pliers to gain some leverage). The coupler is

placed down on and completely over the ball which is typically mounted beneath the bumper of the tow vehicle.

The front of the trailer is lowered by the jack. The jack typically is a manually operated system and occasionally maybe automated.

Caution is always recommended when lowering any trailer. Carelessness can cause damage to trailer or tow vehicle and possible injury to the operator.

After the coupler has come to a complete rest and is covering the ball, apply pressure with the heel of your boot or tap the open side of the coupler closed.

Always use caution and have all hands clear of pinch areas, when the sleeve slides back into the locked position.

The collar must be all the way forward to reapply the safety pin. Finish cranking the jack to a fully elevated (up) position and connect both safety chains (chains should be crossed to opposite sides) to the loops on the tow vehicle. Connect the electrical plug and emergency break-away system. For connection information see Safety and Hookup Procedures.

The coupler of the bumper pull should be adjusted to a height that keeps the trailer slightly above level when loaded. The trailer will typically be higher in the front when empty and must maintain a positive tongue weight when loaded. The coupler and front of the trailer can be raised or lowered simply by increasing or decreasing to the next size of receiver mount. If replacement is necessary, be sure to replace the safety pin which secures the receiver mount before hitching the trailer to the tow vehicle.

GOOSENECK COUPLER AND HITCH

The gooseneck coupler is the actual component that connects the trailer to the tow vehicle. Match the coupler size on the trailer to the ball size on the tow vehicle. It is imperative for an exact fit, no exceptions. Typically all gooseneck trailers manufactured by CM Trailers are standard with a 2 5/16" coupler. Open the coupler by grasping the loop handle on the spring loaded latch located on the street side of the coupler and pull up. This will allow the locking bar to be moved to the open position on the coupler.

If a tailgate is used on tow vehicle, gate must be dropped or lowered. When backing the tow vehicle take extreme caution and allow adequate clearance. Align the coupler directly over the ball. With the tow vehicle stopped and parked begin to lower the trailer down onto the ball by cranking the drop-leg jack up. The jack typically is manually operated and occasionally is automated.

Caution is always recommended when lowering any trailer. Carelessness can cause damage to trailer or tow vehicle and possible injury to the operator. Never lower a trailer with someone under the gooseneck area.

After the coupler has come to a complete rest and is covering the ball, position the closing bracket to release the spring loaded latch. Once the latch is engaged

and the coupler is closed (locked) the loop handle should be rotated so that it will not lift. At this point, if applicable, close tail gate of tow vehicle.

Always use caution and have all hands clear of pinch areas.

Finish cranking the jack to a fully elevated (up) position and connect both safety chains to the loops on the tow vehicle. Connect the electrical plug and emergency break-away system. For connection information see Safety and Hookup Procedures.

The coupler of the gooseneck should be adjusted to a height that keeps the trailer slightly above level when loaded. The trailer will typically be higher in the front when empty and must maintain a positive tongue weight when loaded. The adjustable coupler can be loosened when the coupler and ball are aligned, but not connected. At this point the trailer is positioned at the desired level with the jack leg as the support. Using the appropriate size wrench (for fit and torque), loosen the bolt(s) and adjust the height of the coupler. Allow the loosened coupler to slide up or down to the preferred setting. Retighten the double set bolts and continue to lower down onto the ball until the jack leg begins to come off the ground. Crank jack into a fully retracted position (until the jack leg is all the way up).

Danger: *Never attempt to loosen the coupler while it is resting on the ball. Failure to comply could result in serious injury or possible death. Make sure the gooseneck bolt is securely tightened before connecting or towing the trailer.*

Maintenance

Proper maintenance and care is a vital part of any investment, and is the key to extending the long life and satisfaction of your trailer. Your CM Trailers' Owner's Manual is intended to assist you in the complete and successful care of your new trailer.

HINGES AND PIVOT POINTS

Most trailers manufactured by CM Trailers have a grease zerk located on the end of the hinge pin that is seated in a machined ferrule. This type of hinge is designed for light duty maintenance, which requires one to two squirts periodically (dependent on usage) with a lithium type lubricant. Non-zerk hinges require minor lubrication with a lithium type lubricant to be administered in small spray bursts. Hinges that contain a polystyrene bushing do not require any form of lubrication. Periodically lubricate any area with moving parts.

LATCHES

All latches most likely will require minor lubrication from time to time. It is recommended to use a lithium type lubricant. A very good indication that a latch may require lubrication is when slight friction begins to stiffen or slow the latch down in operation. Simply spray a burst or two onto the latching mechanism and

operate the latch to work in the lubricant. Excessive lubrication is not necessary nor recommended.

BUMPER PULL COUPLER AND BALL

It is recommended to periodically lubricate the ball hitch and the coupler on bumper pull models. Lubrication should be scheduled monthly or as needed when dry. Apply approximately a tablespoon of lubricant (automotive grease) to the inside of the coupler and connect the ball to spread thoroughly. While lubricating the coupler, it is an excellent time to inspect the coupler locking mechanism for abnormal wear. Also check the tightness of the nut on the threaded shaft of the hitch ball. *For additional information see the enclosed Hammerblow Manual.*

GOOSENECK COUPLER AND BALL

It is recommended to periodically lubricate the ball hitch and the coupler on gooseneck models. Lubrication should be scheduled monthly or as needed when dry. Apply approximately a tablespoon of lubricant (automotive grease) to the inside of the coupler and connect the ball to spread thoroughly. While lubricating the coupler, it is an excellent time to inspect the coupler locking mechanism for abnormal wear. *For additional information see the enclosed Hammerblow Manual.*

DROP-LEG JACK

To lubricate the top gears in the drop-leg jack, remove the top cap of the jack and pump lubricant into the gears. Then lubricate the worm gear (vertical gear) by cranking the jack to an extended position until complete visualization of the worm gear is made through the access hole on the side of the jack case. At this point pump lubricant onto the gear through the access hole. This procedure is recommended annually.

TOP-WIND SCREW JACK

To lubricate the worm gear (vertical gear), spray long bursts of a lithium type lubricant into the open seam where the crank handle comes through the stem case. After this procedure is performed, operate the jack to an extended and closed position allowing the lubricant to work throughout the gears. If jack seems stiff to operate, repeat the above procedures until smooth operation is attained. This procedure is recommended semi-annually with minimal use, and should become more frequent with increased usage. This procedure is recommended semi-annually or as needed.

BRAKES

For more detailed information, see the enclosed Dexter Axle Manual.

EMERGENCY BREAKAWAY BATTERY

Every CM trailer equipped with brakes, has a single breakaway battery standard. Generally the battery will be located in the tack room or tack compartment on bumper pull models and behind the upper region of the coupler stem on gooseneck models.

It is recommended, that the battery charge be checked each time you use the trailer. This procedure can be done simply by hitching the trailer to the tow vehicle, without connecting the electrical plug, pull the breakaway cord out of the switch box. Then pull the trailer slowly forward and the wheels should be locked. To unlock the trailer brakes, simply snap the breakaway plug back into the switch. **The battery should be charged and tested at least annually.** *For additional information see the enclosed Hopkins Mfg. Towing Systems Manual.*

Warning, if the battery installed for your breakaway switch is not properly maintained or replaced as necessary, the emergency breakaway switch may fail to properly activate the trailer brakes, in the unlikely event that the trailer and tow vehicle separate.

AXLES

Your trailer may be equipped with one of several different sizes of axles. *For more detailed information about your trailer's axles, see the enclosed Dexter Axle Manual.*

FASTENERS

CM Trailers produces many different models of trailers, in which a variation of fasteners may be used. All models that use rivets or huck bolts, should be checked several times when new, then annually. Rivets generally are used to secure aluminum side sheets to standards and huck bolts are used on gussets and axle carriages.

WHEEL LUG NUTS AND HUBS

For additional information, see the enclosed Dexter Axle Manual.

Caution: *Manufacturer recommends that you check the torque of lug nuts on your trailer before towing. See Suggested Safety And Hookup Procedures for additional recommendations.*

TIRES

A routine check of tire pressure is recommended before each trip to ensure proper inflation. Tire manufacturers list proper PSI (pounds per square inch) inflation on the sidewall of tires. It is not recommended nor approved to mix or combine types of tires, for example radials and bias ply.

TIRE ROTATION

Manufacturer recommends tires to be rotated from side to side and from front to rear, every 5,000 miles to ensure maximum tire mileage and balanced tread wear.

Caution: Failure to maintain the recommended PSI inflation rating in your trailer tires could result in uneven wear, reduction in tire life and possibly cause an accident.

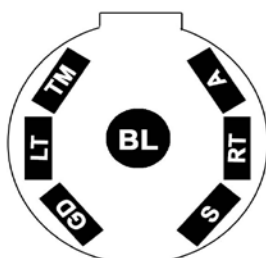
HORSE OR STOCK AREA

Manufacturer recommends that after each use the horse/stock area should be cleaned of all materials that will erode, rust, corrode, breakdown and/or deface the interior, exterior, flooring or structure of the trailer. Trailers are recommended to be parked with the front elevated after washing to allow proper drainage and drying. Never use acid washes on the interior or exterior of the trailer. Mild detergents are recommended, see paint for more detailed information. Open top trailer should always be parked with the front slightly elevated to assist weather elements to exit trailer.

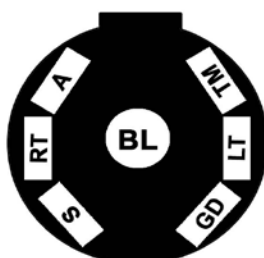
ELECTRICAL PLUG

Every trailer is equipped with a standard electrical plug. Depending on the model, not all units require the same style plug (i.e.: four-way, & seven-way styles are used). However, it is recommended to semi-annually apply a di-electric silicone grease coating into the receptacle holes on the plug. This protects the plug from corrosion and aids in good contact for proper electrical current. This type of packet can be purchased at any automotive store. *For plug wiring diagram see [Label Information](#)*

7 Pole Round Connector



Vehicle End



Trailer End

TM- Tail Light (Brown) S-Brake (Black)
BL- Backup Light (Blue) GD- Ground (White) LT-Left Turn (Yellow)
RT- Right Turn (Green) A- Auxillary Hot Wire (Red)

*** Caution:** Some RV manufacturers have a slight color code variation on the trailer end of the plug. A particular unit may require alteration, however, the plug configuration should remain the same. Not: locate wires by function only. Color coding is not standard among all manufacturers.

PAINT

All steel products and components are painted with the highest quality products available to ensure a brilliant finish. To best maintain the factory appearance be sure to follow these simple tips when caring for your trailer's finish.

For the first 90 days:

No waxing or polishing.

No abrasive cleaning methods or materials.

Proper Care:

Use water with a mild detergent when washing.

Note: *Hard water will cause spotting.*

Wash in a shaded area.

Wipe only with a cloth that is damp or wet.

Note: *Once clean water no longer beads up on the surface. Use wax or polish specific for urethane paint and clear coat finishes.*

Avoid:

Commercial washes that use high pressure, steam or caustic cleaners.

Note: *Standard car wash facilities are excluded and acceptable.*

Poorly maintained brush type vehicle washes.

Exposure to common fluids (diesel fuel, gasoline, antifreeze or brake fluid) should be washed off immediately with mild detergent and cool water, followed by a clean water rinse.

ABOUT THE PAINT

Colar Epoxy Primer: A two-component lead and chrome-free primer, offers excellent adhesion and corrosion protection for hot and cold rolled steel and galvanized substrates. **Colar Epoxy** was designed primarily for application in the construction and refinishing of commercial vehicles and industrial equipment. This product can be used as a transport primer offering excellent durability as a stand alone product capable of up to two years exterior exposure prior to topcoating.

Topcoat: A two component acrylic polyurethane topcoat, offered in solid and metallic colors, provides a superior finish in every respect. Originally developed to meet the high quality demands of the car refinish industry, this type of topcoat offers the superior durability, ease of application, dry time and repairability which has set the standard in the original equipment industry.

ALUMINUM SURFACES

Cleaning any aluminum surface is recommended to be performed by a professional cleaning service. Acid, harsh detergent or chemical washes are not recommended. Horse/stock area clean out is recommended after every use. For recommendations see Horse And Stock Area.

Caution: Certain chemicals can burn or stain aluminum surfaces. Always consult professional cleaning services about the proper care of your aluminum product.

Label Information

Please Note: Information, Caution and Warning Labels are designed for consumer knowledge and training, in the event that a label is removed, lost or torn, contact the manufacturer for replacement information. When a trailer is sold, traded in or leaves the initial owner, it is the responsibility of the owner to transfer this manual to the receiving party. The following information gives the type of label with usage and location.

HORSE AND STOCK TRAILERS

Disclaimer: This trailer designed for livestock transport only, any misuse of its intended purpose, modification or use of components not initially provided by the manufacturer will void all warranties. The manufacturers and dealer will not be responsible for damage or injury resulting from any such misuse of operation.

Located on left side of tongue. (Yellow background with black print)

Caution: Close and secure all gates and safety latch pins before trailer use. Failure to do so may result in the gate or door opening, causing loss or damage to cargo or injury to animals.

Located by latch handle. (Yellow and white background with black print)

Caution: Saddles and other tack may shift or fall from racks during travel. Additional means of securing may be necessary to protect contents. Failure to do so may result in damage to the contents.

Located by saddle rack in tack room and/or on tack room door, and/or in rear compartment on tack compartment door. (Yellow and white background with black print)

Caution: Although seams are sealed and weather stripping is applied to doors, trailers are not guaranteed waterproof. Precautions should be made to protect valuable cargo. Failure to do so may result in water damage to the contents.

Located on tack room doors on all horse trailers. (Yellow and white background with black print)

Danger: Heavy door stand clear. Failure to comply can result in serious injury.

Located on the ramp of all horse and stock trailers. (Red and white background with black print)

Danger: Manufacturer warns against the use of any heating device in an enclosed area. Some heating devices may release fumes, flames, smoke or other hazardous emissions, which could result in serious injury or possible death due to asphyxiation.

Located on the inside of the tack room door on horse and stock trailers. (Red and white background with black print)

Safety Labels for Horse Trailers

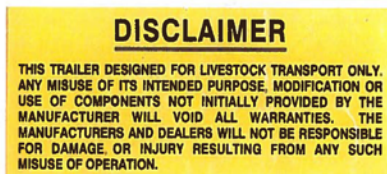
For replacement decals please contact the manufacturer by phone at 580-795-5536 or by mail at CM Trailers, P.O. Box 680, Madill, OK 73446, or by e-mail at customerservice@cmtrailers.com.



Located on tongue next to serial#



Located on tack access door above release latch on in side



Located on tongue above caution sticker



Located on tack access door above release latch on in side



located on tongue above 2" or 2 5/16" diagram



Located under divider on head wall

4-Pole Flat Connectors



RT...Right Turn - Green
LT...Left Turn - Yellow
TM...Tail Light - Brown
GD...Ground - White

Note: Locate wires by function only. Color coding is not standard among all manufacturers.

7-Pole Round Connectors



TM...Tail Light - Brown
A...Auxiliary Hot Wire - Red
RT...Right Turn - Green
S...Brake - Black
GD...Ground - White
LT...Left Turn - Yellow
BL...Backup Light - Purple

*Caution: Some RV manufacturers have a slight color code variation on the trailer end of the plug. A particular unit may require alteration, however, the plug configuration should remain the same. Note: Locate wires by function only. Color coding is not standard among all manufacturers.

Located on inside of tack above tie hooks



Located on back gate above handle

CARGO AND AUTO TRAILERS

Disclaimer: This trailer designed for inanimate (i.e. freight, cargo, etc.) transport only and is not recommended nor approved for the purpose of transporting live animals or humans, any misuse of its intended purpose, modification or use of components not initially provided by the manufacturer will void all warranties. The manufacturers and dealer will not be responsible for damage or injury resulting from any such misuse of operation.

Located on left side of tongue. (Yellow background with black print)

Caution: Always load heaviest items proportionally from the center of axles to the front of the trailer maintaining a positive tongue weight. Always tie or secure all cargo before towing trailer. Improper loading or securing may result in injury or damage due to trailer swaying.

Located on inside right rear door and/or side access door on all cargo trailers. (Yellow background with black print)

Caution: Close and secure all gates and safety latch pins before trailer use. Failure to do so may result in the gate or door opening, causing loss or damage to cargo or injury to animals.

Located by latch handle. (Yellow and white background with black print)

Caution: Although seams are sealed and weather stripping is applied to doors, trailers are not guaranteed waterproof. Precautions should be made to protect valuable cargo. Failure to do so may result in water damage to the contents.

Located on inside of rear door and/or side access door on all cargo and auto trailers. (Yellow and white background with black print)

Danger: Heavy door stand clear. Failure to comply can result in serious injury.

Located on the ramp of all applicable cargo and auto trailers (Red and white background with black print)

Danger: Manufacturer warns against the use of any heating device in an enclosed area. Some heating devices may release fumes, flames, smoke or other hazardous emissions, which could result in serious injury or possible death due to asphyxiation.

Located on the inside at the rear door on all applicable cargo and auto trailers (Red and white background with black print)

ALL TRAILERS

NATM: National Association of Trailer Manufacturers.

Located below the vehicle identification number (V.I.N.) tag on the street side of the trailer. (Gold background with black print)

DuPont: Paint color code, color name and year painted.

Located inside tack room or front of trailer dependent upon model. Label is important for any repair or future repainting. (White background with black print)

Important Information: See Owner's Manual Before Towing.

Located on the coupler next to the locking mechanism of the trailer. (White background with black print)

Caution: Before each use maintain proper tire inflation as recommended on tire sidewall. Check suspension components, wheel and lug nuts for normal wear and proper torque (Torque to 85-95 FT-LBS.). Failure to do so may result in damage to trailer and contents or injury.

Located on street side of tongue on bumper pull models and on left side of gooseneck frame on gooseneck trailers. (Yellow and white background with black print)

ALL TRAILERS UNDER 10,000 GVWR

TIRE SAFETY INFORMATION

STEPS FOR DETERMINING CORRECT LOAD LIMIT — TRAILER

Determining the load limits of a trailer includes more than understanding the load limits of the tires alone. On all trailers there is a Federal certification/VIN label that is located on the forward half of the left (road) side of the unit. This certification/VIN label will indicate the trailer's Gross Vehicle Weight Rating (GVWR). This is the most weight the fully loaded trailer can weigh. It will also provide the Gross Axle Weight Rating (GAWR). This is the most a particular axle can weigh. If there are multiple axles, the GAWR of each axle will be provided.

If your trailer has a GVWR of 10,000 pounds or less, there is a vehicle placard located in the same location as the certification label described above. This placard provides tire and loading information. In addition, this placard will show a statement regarding maximum cargo capacity. Cargo can be added to the trailer, up to the maximum weight specified on the placard. The combined weight of the cargo is provided as a single number. In any case, remember: the total weight of a fully loaded trailer can not exceed the stated GVWR.

For trailers with living quarters installed, the weight of water and propane also need to be considered. The weight of fully filled propane containers is considered part of the weight of the trailer before it is loaded with cargo, and is not considered part of the disposable cargo load. Water, however, is a disposable cargo weight and is treated as such. If there is a fresh water storage tank of 100 gallons, this tank when filled would weigh about 800 pounds. If more cargo is being transported, water can be off-loaded to keep the total amount of cargo added to the vehicle within the limits of the GVWR so as not to overload the vehicle. Understanding this flexibility will allow you, the owner, to make choices that fit your travel needs.

When loading your cargo, be sure it is distributed evenly to prevent overloading front to back and side to side. Heavy items should be placed low and as close to the axle positions as reasonable. Too many items on one side may overload a tire. The best way to know the actual weight of the vehicle is to weigh it at a

public scale. Talk to your dealer to discuss the weighing methods needed to capture the various weights related to the trailer. This would include the weight empty or unloaded, weights per axle, wheel, hitch or king-pin, and total weight.

Excessive loads and/or underinflation cause tire overloading and, as a result, abnormal tire flexing occurs. This situation can generate an excessive amount of heat within the tire. Excessive heat may lead to tire failure. It is the air pressure that enables a tire to support the load, so proper inflation is critical. The proper air pressure may be found on the certification/VIN label and/or on the Tire Placard. This value should never exceed the maximum cold inflation pressure stamped on the tire.

Locate the statement, "The weight of cargo should never exceed XXXX kg or XXX lbs.," on your vehicle's placard. See the example placard above. This figure equals the available amount of cargo and luggage load capacity. Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage load capacity.

The trailer's placard refers to the Tire Information Placard attached adjacent to or near the trailer's VIN (Certification) label at the left front of the trailer.

Trailers Over 10,000 Pounds GVWR (Note: These trailers are not required to have a tire information placard on the vehicle).

Determine the empty weight of your trailer by weighing the trailer using a public scale or other means. This step does not have to be repeated.

Locate the GVWR (Gross Vehicle Weight Rating) of the trailer on your trailer's VIN (Certification) label.

Subtract the empty weight of your trailer from the GVWR stated on the VIN label. That weight is the maximum available cargo capacity of the trailer and may not be safely exceeded.

COUPLER AND HITCHING

Bulldog: Lists jack lift capacity, model information and vendor.

Located on jack stem of top wind jacks. (Green and black background with white print)

Coupler Classification: Lists class of coupler, gross trailer weight, maximum tongue load at ball and the proper size of ball required for that coupler.

*Located on the **hitch** of all 2" couplers. (Black background with white print)*

Coupler Classification: Lists gross trailer weight, maximum tongue load at ball and the proper size of ball required for that coupler on bumper pull models.

*Located on the **hitch** of all 2 5/16" couplers. (Black background with white print)*

Attention: Close securely on ball and insert pin behind collar and lock before moving trailer.

Located on the street side of all applicable bumper pull trailers with 2" and 2 5/16" coupler. (White background with black print)

Attention: (Open position) Insert pin in hole visible when handle is vertical and coupler is open. (Closed position) Insert pin in hole visible when handle is horizontal and collar engages cap.

Located on the coupler of all applicable bumper pull trailers with 2 5/16" coupler. (White background with black print)

Stallion: Lists jack lift capacity, model information and vendor.

Located on jack stem of drop-leg jacks. (Green and black background with whiteprint)

Warning: Coupler must be closed securely before towing. Use 2 5/16" ball only. Failure to do so may result in serious injury or death.

Located on the street side of all 2-5/16" gooseneck couplers. (Yellow background with black print)

ELECTRICAL DIAGRAM

Electrical Diagram: Truck and trailer plug wiring diagram

Located on front interior curb side of stock, tack or cargo area. (White background with black print) See illustrations on next page.

Note: In reference to the wiring diagrams, CM Trailers makes every effort to stay within the vehicle manufacturer's guidelines. However, it is suggested that maintenance of and/or beyond plug connectors be performed by a professional service technician from an authorized CM Trailer Dealership.

Manufacturer's Limited Warranty

STEEL TRAILER WARRANTY

MANUFACTURER'S LIMITED WARRANTY ON ALL STEEL PRODUCTS

MANUFACTURED BY CONTRACT MANUFACTURER, L.L.C. AND SOLD UNDER THE "CM TRAILERS" LABEL ARE SUBJECT TO SPECIFIC AND IMPLIED WARRANTIES AS FOLLOWS:

Contract Manufacturer, L.L.C. warrants that each CM trailer operated by the original purchaser under normal use in the Continental United States or Canada will be free from defects in materials and workmanship for one (1) year following the original purchase, subject to the requirements, exclusions and limitations stated below which will be strictly

applied. If the trailer is rented or used for commercial hauling, this Limited Warranty is null and void.

YOU MUST SEND US A SIGNED COPY OF THE WARRANTY

In order to validate the Limited Warranty, the original copy, signed by the dealer and the purchaser, must be postmarked and mailed to Contract Manufacturer, Inc., P.O. Box 680 Madill, OK 73446, no later than thirty (30) days following the purchase of your CM trailer. IF THE SIGNED WARRANTY IS NOT POST MARKED BY THE THIRTIETH DAY AFTER PURCHASE OF THE TRAILER, ALL EXPRESS WARRANTIES CONTAINED IN THIS LIMITED WARRANTY SHALL BE NULL AND VOID.

THREE YEAR LIMITED WARRANTY

Subject to the requirements, exclusions and limitations stated below, the structure of your CM trailer is warranted to the original retail purchaser against defects in materials and workmanship by Contract Manufacturer, L.L.C., arising from normal use for three (3) year from the date of purchase. The structure is that portion of the trailer which includes the main frame, consisting of the bottom rails, cross members, side posts and exterior walls, roof rails and bows, and the sub-frame, excluding the floorboard and running gear.

ONE YEAR LIMITED WARRANTY

Contract Manufacturer, L.L.C. warrants its paint finish to be consistent with industry standards for one (1) year after the date of original retail purchase, with the exceptions of "normal use" limitations set forth below and of deterioration due to use or exposure, such as chipping, scratching, fading, cracks in caulk seams, road salt or tar, damage by animals or pressure washing. Warrantable paint repairs are limited to spot repairs and blending consistent with standards in the trailer industry.

EXCLUSION OF COMPONENTS WARRANTED BY OTHER MANUFACTURERS

Tires, axles, brake components, springs and suspension components, couplers, jacks, castors, mats, batteries, windows and doors purchased and installed by Contract Manufacturer, L.L.C. are warranted by their manufacturers and are excluded from this Limited Warranty.

EXCLUSION OF LIVING QUARTERS & INSTALLATION BY OTHER PERSONS

Contract Manufacturer, L.L.C. manufactures some trailers which other persons or companies who are not employees or agents of Contract Manufacturer, L.L.C. install living quarters or other interior or exterior features or modifications. This Limited Warranty extends only to material used or workmanship performed by Contract Manufacturer, L.L.C. or its employees in the construction of the original trailer, subject to all limitations and exclusions set forth herein. CM TRAILERS EXPRESSLY DISCLAIMS AND EXCLUDES ANY RESPONSIBILITY OR LIABILITY FOR ANY MATERIALS OR WORKMANSHIP ON ANY ITEMS INSTALLED INTO CM TRAILERS' PRODUCTS BY ANY OTHER PERSON OR COMPANY, INCLUDING ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES OR CONTINGENT LIABILITIES ARISING THEREFROM.

NORMAL USE, NO REPAIRS OR ALTERATIONS

This Limited Warranty covers only defects in original components which arise from normal use and does not apply if trailer is subject to negligence, accident, abuse, misuse, neglect or overload or has been repaired or altered without the prior written consent of Contract Manufacturer, L.L.C. Normal wear items, including but not limited to doors, struts, lights, bearings, brakes, brake linings, tires and batteries, will not be replaced due to wear.

TRANSPORTATION COST EXCLUDED

Transportation of any trailer to and/or from the dealer or any approved repair facility shall be the responsibility of the trailer owner. Contract Manufacturer, L.L.C. shall not be liable for any such costs.

PRIOR WRITTEN CONSENT REQUIRED AND RETURN OF DEFECTIVE PARTS REQUIRED

No reimbursement will be made to any dealer or owner for repairs made without the prior written consent of Contract Manufacturer, L.L.C. Any defective part(s) must be sent by prepaid freight to Contract Manufacturer, L.L.C., in order to qualify for replacement or reimbursement under this Limited Warranty.

OTHER PRODUCTS EXCLUDED

This Limited Warranty applies exclusively to the above described trailers manufactured by Contract Manufacturer, L.L.C. Any other products manufactured by Contract Manufacturer, L.L.C. are specifically excluded from this warranty. Authorized repairs do not extend the term of this Limited Warranty.

LIMITATIONS

THE SOLE RESPONSIBILITY OF CONTRACT MANUFACTURER, L.L.C. UNDER THIS LIMITED WARRANTY SHALL BE TO REPAIR AND REPLACE PARTS AT THE CM TRAILERS FACTORY; HOWEVER, UNDER UNUSUAL CIRCUMSTANCES WITH PRIOR WRITTEN APPROVAL AND AT CONTRACT MANUFACTURER, L.L.C.'S DISCRETION, A REASONABLE ALLOWANCE MAY BE MADE FOR REPAIR OFF SITE. ALL OTHER OBLIGATIONS OR LIABILITIES, INCLUDING INCIDENTAL OR CONSEQUENTIAL DAMAGES OR CONTINGENT LIABILITIES ARISING OUT OF THE FAILURE OF ANY PARTS TO OPERATE PROPERLY ARE HEREBY EXCLUDED, INCLUDING BUT NOT LIMITED TO ANY DAMAGES RESULTING FROM LOSS OF USE, INCONVENIENCE, LOSS OF TIME, COMMERCIAL LOSS OR ANY OTHER TYPE OF DAMAGES, GENERAL OR SPECIFIC, FORESEEN OR UNFORESEEN, UNLESS APPLICABLE STATE LAW PROVIDES OTHERWISE.

DISCLAIMERS

THIS WARRANTY IS EXPRESSLY IN LIEU OF ALL OTHER EXPRESS WARRANTIES AND REPRESENTATIONS. CONTRACT MANUFACTURER, L.L.C. MAKES NO REPRESENTATION OR WARRANTY OF ANY KIND, EXPRESS OR IMPLIED, WITH RESPECT TO CM TRAILERS WHETHER AS TO MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE OR ANY OTHER MATTER. NO ONE, INCLUDING AN AUTHORIZED CM TRAILERS DEALER, IS AUTHORIZED TO MAKE FURTHER OR ADDITIONAL WARRANTIES ON BEHALF OF CONTRACT MANUFACTURER, L.L.C. ALL IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR INTENDED USE ARE LIMITED TO WARRANTY PERIODS STATED ABOVE, UNLESS ANY APPLICABLE STATE LAW PROVIDES OTHERWISE.

ALUMINUM EXTERIOR TRAILER WARRANTY

MANUFACTURER'S LIMITED WARRANTY ON ALL ALUMINUM EXTERIOR PRODUCTS MANUFACTURED BY CONTRACT MANUFACTURER, L.L.C. AND SOLD UNDER THE "CM TRAILERS" LABEL ARE SUBJECT TO SPECIFIC AND IMPLIED WARRANTIES AS FOLLOWS:

Contract Manufacturer, L.L.C. warrants that each CM trailer operated by the original purchaser under normal use in the Continental United States or Canada will be free from defects in materials and workmanship for one (1) year following the original purchase, subject to the requirements, exclusions and limitations stated below which will be strictly applied. If the trailer is rented or used for commercial hauling, the Limited Warranty is null and void.

YOU MUST SEND US A SIGNED COPY OF THE WARRANTY

In order to validate the Limited Warranty, the original copy, signed by the dealer and the purchaser, must be postmarked and mailed to Contract Manufacturer, L.L.C., P.O. Box 680

Madill, OK 73446, no later than thirty (30) days following the purchase of your CM trailer. IF THE SIGNED WARRANTY IS NOT POST MARKED BY THE THIRTIETH DAY AFTER PURCHASE OF THE TRAILER, ALL EXPRESS WARRANTIES CONTAINED IN THIS LIMITED WARRANTY SHALL BE NULL AND VOID.

THREE YEAR LIMITED WARRANTY

Subject to the requirements, exclusions and limitations stated below, the structure of your CM trailer is warranted to the original retail purchaser against defects in materials and workmanship by Contract Manufacturer, L.L.C., arising from normal use for three (3) years from the date of purchase. The structure is that portion of the trailer which includes the main frame, consisting of the bottom rails, cross members, side posts and exterior walls, roof rails and bows, and the subframe, excluding the floorboard and running gear.

THREE YEAR LIMITED WARRANTY

Subject to the requirements, exclusions and limitations stated below, the aluminum exterior sheeting of your CM trailer is warranted to the original retail purchaser against defects in materials and workmanship by Contract Manufacturer, L.L.C., arising from normal use for three (3) years from the date of purchase, with the exceptions of "normal use" limitations set forth below and of deterioration due to use or exposure, such as chipping, scratching, fading, cracks in caulk seams, road salt or tar, damage by animals or pressure washing.

THREE YEAR LIMITED WARRANTY

Subject to the requirements, exclusions and limitations stated below, the composite roof of your CM trailer is warranted to the original retail purchaser against defects in materials and workmanship by Contract Manufacturer, L.L.C., arising from normal use for three (3) years from the date of purchase. Repairs or replacement is solely at the discretion of Contract Manufacturer, L.L.C. and in the allowance of trailer industry standards.

ONE YEAR LIMITED WARRANTY

Contract Manufacturer, L.L.C. warrants its structural and interior paint finish to be consistent with industry standards for one (1) year after the date of original retail purchase, with the exceptions of "normal use" limitations set forth below and of deterioration due to use or exposure, such as chipping, scratching, fading, cracks in caulk seams, road salt or tar, damage by animals or pressure washing. Warrantable paint repairs are limited to spot repairs and blending consistent with standards in the trailer industry. This limited paint warranty excludes the aluminum exterior and the composite roof.

EXCLUSION OF COMPONENTS WARRANTED BY OTHER MANUFACTURERS

Tires, axles, brake components, springs and suspension components, couplers, jacks, castors, mats, batteries, windows and doors purchased and installed by Contract Manufacturer, L.L.C. are warranted by their manufacturers and are excluded from this Limited Warranty.

EXCLUSION OF LIVING QUARTERS & INSTALLATION BY OTHER PERSONS

Contract Manufacturer, L.L.C. manufactures some trailers which other persons or companies who are not employees or agents of Contract Manufacturer, L.L.C. install living quarters or other interior or exterior features or modifications. This Limited Warranty extends only to material used or workmanship performed by Contract Manufacturer, L.L.C. or its employees in the construction of the original trailer, subject to all limitations and exclusions set forth herein. CONTRACT MANUFACTURER, L.L.C. EXPRESSLY DISCLAIMS AND EXCLUDES ANY RESPONSIBILITY OR LIABILITY FOR ANY MATERIALS OR WORKMANSHIP ON ANY ITEMS INSTALLED INTO CM TRAILERS' PRODUCTS BY ANY OTHER PERSON OR COMPANY, INCLUDING ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES OR CONTINGENT LIABILITIES ARISING THEREFROM.

NORMAL USE, NO REPAIRS OR ALTERATIONS

This Limited Warranty covers only defects in original components which arise from normal use and does not apply if trailer is subject to negligence, accident, abuse, misuse, neglect or overload or has been repaired or altered without the prior written consent of Contract Manufacturer, L.L.C. Normal wear items, including but not limited to doors, struts, lights, bearings, brakes, brake linings, tires and batteries, will not be replaced due to wear.

TRANSPORTATION CST EXCLUDED

Transportation of any trailer to and/or from a dealer or any approved repair facility shall be the responsibility of the trailer owner. Contract Manufacturer, L.L.C. shall not be liable for any such costs.

PRIOR WRITTEN CONSENT REQUIRED AND RETURN OF DEFECTIVE PARTS REQUIRED

No reimbursement will be made to any dealer or owner for repairs made without the prior written consent of Contract Manufacturer, L.L.C. Any defective part(s) must be sent by prepaid freight to Contract Manufacturer, L.L.C., in order to qualify for replacement or reimbursement under this Limited Warranty.

OTHER PRODUCTS EXCLUDED

This Limited Warranty applies exclusively to the above described trailers manufactured by Contract Manufacturer, L.L.C. Any other products manufactured by Contract Manufacturer, L.L.C. are specifically excluded from this warranty. Authorized repairs do not extend the term of this Limited Warranty.

LIMITATIONS

THE SOLE RESPONSIBILITY OF CONTRACT MANUFACTURER, L.L.C. UNDER THIS LIMITED WARRANTY SHALL BE TO REPAIR AND REPLACE PARTS AT THE CM TRAILERS FACTORY; HOWEVER, UNDER UNUSUAL CIRCUMSTANCES WITH PRIOR WRITTEN APPROVAL AND AT CONTRACT MANUFACTURER, L.L.C.'S DISCRETION, A REASONABLE ALLOWANCE MAY BE MADE FOR REPAIR OFF SITE. ALL OTHER OBLIGATIONS OR LIABILITIES, INCLUDING INCIDENTAL OR CONSEQUENTIAL DAMAGES OR CONTINGENT LIABILITIES ARISING OUT OF THE FAILURE OF ANY PARTS TO OPERATE PROPERLY ARE HEREBY EXCLUDED, INCLUDING BUT NOT LIMITED TO ANY DAMAGES RESULTING FROM LOSS OF USE, INCONVENIENCE, LOSS OF TIME, COMMERCIAL LOSS OR ANY OTHER TYPE OF DAMAGES, GENERAL OR SPECIFIC, FORESEEN OR UNFORESEEN, UNLESS APPLICABLE STATE LAW PROVIDES OTHERWISE.

DISCLAIMERS

THIS WARRANTY IS EXPRESSLY IN LIEU OF ALL OTHER EXPRESS WARRANTIES AND REPRESENTATIONS. CONTRACT MANUFACTURER, L.L.C. MAKES NO REPRESENTATION OR WARRANTY OF ANY KIND, EXPRESS OR IMPLIED, WITH RESPECT TO CM TRAILERS WHETHER AS TO MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE OR ANY OTHER MATTER. NO ONE, INCLUDING AN AUTHORIZED CM TRAILERS DEALER, IS AUTHORIZED TO MAKE FURTHER OR ADDITIONAL WARRANTIES ON BEHALF OF CONTRACT MANUFACTURER, L.L.C. ALL IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR INTENDED USE ARE LIMITED TO WARRANTY PERIODS STATED ABOVE, UNLESS ANY APPLICABLE STATE LAW PROVIDES OTHERWISE.

ALUMINUM TRAILER WARRANTY

MANUFACTURER'S LIMITED WARRANTY ON ALL ALUMINUM HIGH FENDER PRODUCTS (I.E.: AEROSTAR BT, AEROSTAR MT) MANUFACTURED BY CONTRACT MANUFACTURER, L.L.C. AND SOLD UNDER THE "CM TRAILERS" LABEL ARE SUBJECT TO SPECIFIC AND IMPLIED WARRANTIES AS FOLLOWS:

Contract Manufacturer, L.L.C. warrants that each CM trailer operated by the original purchaser under normal use in the Continental United States or Canada will be free from defects in materials and workmanship for one (1) year following the original purchase, subject to the requirements, exclusions and limitations stated below which will be strictly applied. If the trailer is rented or used for commercial hauling, this Limited Warranty is null and void.

YOU MUST SEND US A SIGNED COPY OF THE WARRANTY

In order to validate the Limited Warranty, the original copy signed by the dealer and the purchaser, must be postmarked and mailed to Contract Manufacturer, L.L.C., P.O. Box 680 Madill, OK 73446, no later than thirty (30) days following the purchase of your CM trailer. IF THE SIGNED WARRANTY IS NOT POST MARKED BY THE THIRTIETH DAY AFTER PURCHASE OF THE TRAILER, ALL EXPRESS WARRANTIES CONTAINED IN THIS LIMITED WARRANTY SHALL BE NULL AND VOID.

THREE YEAR LIMITED WARRANTY

Subject to the requirements, exclusions and limitations stated below, the aluminum structure of your CM trailer is warranted to the original retail purchaser against defects in materials and workmanship by Contract Manufacturer, L.L.C., arising from normal use for three (3) years from the date of purchase. The structure is that portion of the trailer which includes the main frame, consisting of the bottom rails, cross members, side posts and exterior walls, roof rails and bows, and the subframe, excluding the floorboard and running gear.

EXCLUSION OF CLEANING COMPONENTS

Contract Manufacturer, L.L.C. extends no warranty on aluminum products for deterioration due to use or exposure, such as chipping, scratching, fading, bleaching, acid cleaning, cracks in caulk seams, road salt, tar or other roadway chemicals, damage by animals or pressure washing.

EXCLUSION OF COMPONENTS WARRANTED BY OTHER MANUFACTURERS

Tires, axles, brake components, springs and suspension components, couplers, jacks, castors, mats, batteries, windows and doors purchased and installed by Contract Manufacturer, L.L.C. are warranted by their manufacturers and are excluded from this Limited Warranty.

EXCLUSION OF LIVING QUARTERS & INSTALLATION BY OTHER PERSONS

Contract Manufacturer, L.L.C. manufactures some trailers which other persons or companies who are not employees or agents of Contract Manufacturer, L.L.C. install living quarters or other interior or exterior features or modifications. This Limited Warranty extends only to material used or workmanship performed by Contract Manufacturer, L.L.C. or its employees in the construction of the original trailer, subject to all limitations and exclusions set forth herein. CONTRACT MANUFACTURER, L.L.C. EXPRESSLY DISCLAIMS AND EXCLUDES ANY RESPONSIBILITY OR LIABILITY FOR ANY MATERIALS OR WORKMANSHIP ON ANY ITEMS INSTALLED INTO CM TRAILERS' PRODUCTS BY ANY OTHER PERSON OR COMPANY, INCLUDING ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES OR CONTINGENT LIABILITIES ARISING THEREFROM.

NORMAL USE, NO REPAIRS OR ALTERATIONS

This Limited Warranty covers only defects in original components which arise from normal use and does not apply if trailer is subject to negligence, accident, abuse, misuse, neglect or overload or has been repaired or altered without the prior written consent of Contract Manufacturer, L.L.C. Normal wear items, including but not limited to doors, struts, lights, bearings, brakes, brake linings, tires and batteries, will not be replaced due to wear.

TRANSPORTATION COST EXCLUDED

Transportation of any trailer to and/or from the dealer or any approved repair facility shall be the responsibility of the trailer owner. Contract Manufacturer, L.L.C. shall not be liable for any such costs.

PRIOR WRITTEN CONSENT REQUIRED AND RETURN OF DEFECTIVE PARTS REQUIRED

No reimbursement will be made to any dealer or owner for repairs made without the prior written consent of Contract Manufacturer, L.L.C. Any defective part(s) must be sent by prepaid freight to Contract Manufacturer, L.L.C., in order to qualify for replacement or reimbursement under this Limited Warranty.

OTHER PRODUCTS EXCLUDED

This Limited Warranty applies exclusively to the above described trailers manufactured by Contract Manufacturer, L.L.C. Any other products manufactured by Contract Manufacturer, L.L.C. are specifically excluded from this warranty. Authorized repairs do not extend the term of this Limited Warranty.

LIMITATIONS

THE SOLE RESPONSIBILITY OF CONTRACT MANUFACTURER, L.L.C. UNDER THIS LIMITED WARRANTY SHALL BE TO REPAIR AND REPLACE PARTS AT THE CM TRAILERS FACTORY; HOWEVER, UNDER UNUSUAL CIRCUMSTANCES WITH PRIOR WRITTEN APPROVAL AND AT CONTRACT MANUFACTURER, L.L.C.'S DISCRETION, A REASONABLE ALLOWANCE MAY BE MADE FOR REPAIR OFF SITE. ALL OTHER OBLIGATIONS OR LIABILITIES, INCLUDING INCIDENTAL OR CONSEQUENTIAL DAMAGES OR CONTINGENT LIABILITIES ARISING OUT OF THE FAILURE OF ANY PARTS TO OPERATE PROPERLY ARE HEREBY EXCLUDED, INCLUDING BUT NOT LIMITED TO ANY DAMAGES RESULTING FROM LOSS OF USE, INCONVENIENCE, LOSS OF TIME, COMMERCIAL LOSS OR ANY OTHER TYPE OF DAMAGES, GENERAL OR SPECIFIC, FORESEEN OR UNFORESEEN, UNLESS APPLICABLE STATE LAW PROVIDES OTHERWISE.

DISCLAIMERS

THIS WARRANTY IS EXPRESSLY IN LIEU OF ALL OTHER EXPRESS WARRANTIES AND REPRESENTATIONS. CONTRACT MANUFACTURER, L.L.C. MAKES NO REPRESENTATION OR WARRANTY OF ANY KIND, EXPRESS OR IMPLIED, WITH RESPECT TO CM TRAILERS WHETHER AS TO MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE OR ANY OTHER MATTER. NO ONE, INCLUDING AN AUTHORIZED CM TRAILERS DEALER, IS AUTHORIZED TO MAKE FURTHER OR ADDITIONAL WARRANTIES ON BEHALF OF CONTRACT MANUFACTURER, L.L.C. ALL IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR INTENDED USE ARE LIMITED TO WARRANTY PERIODS STATED ABOVE, UNLESS ANY APPLICABLE STATE LAW PROVIDES OTHERWISE.

REQUIRED WARRANTY CLAIM PROCEDURE

1. In order to validate the Limited Warranty, the original copy signed by the dealer and the purchaser, must be postmarked to Contract Manufacturer, L.L.C., no later than thirty (30) days following the purchase of a CM trailer. IF THE SIGNED WARRANTY IS NOT POSTMARKED BY THE THIRTIETH DAY AFTER PURCHASE OF THE TRAILER, ALL EXPRESS WARRANTIES SHALL BE NULL AND VOID.
2. Within five (5) days after discovering a problem with your CM trailer, return your trailer for inspection to the CM Trailers dealer where you bought your trailer.

3. If your dealer cannot repair the problem free of charge and you want to file a claim under this Warranty, your local dealer must send to Contract Manufacturer, L.L.C., by registered letter or fax a limited warranty claim form, together with all required information, within ten (10) days of your discovery of the defect.
4. Contract Manufacturer, L.L.C. will acknowledge such receipt of claim by registered letter to the dealer and to the claimant. Contract Manufacturer, L.L.C. will respond as soon as possible, but no later than thirty (30) days after receipt of the claim.
5. Any defective part(s) must be sent by prepaid freight to Contract Manufacturer, L.L.C., in order to qualify the claimant for replacement under this Limited Warranty. ANY DEFECTIVE PARTS MUST BE RETURNED TO CONTRACT MANUFACTURER, L.L.C. WITHIN 30 DAYS FROM DATE OF APPROVAL TO QUALIFY FOR REPLACEMENT.
6. Contract Manufacturer, L.L.C. will not reimburse any claimant for any adjustment or repair of a CM trailer without prior written approval by Contract Manufacturer, L.L.C.
7. If you return your trailer for repair to the factory, Contract Manufacturer, L.L.C., will warrant the repair or replacement parts for a year from the date of repair. If authorized repair must be done other than at the factory, Contract Manufacturer, L.L.C., will not warrant such repair work or replacement.
8. Contract Manufacturer, L.L.C. reserves the right to not pay unreasonable costs for replacement or repair defects in CM trailers and may, at Contract Manufacturer, L.L.C.'s discretion, establish a reasonable reimbursement for any authorized work performed under the terms of this Limited Warranty.

CONTRACT MANUFACTURER, L.L.C., D.B.A. "CM TRAILERS", MAKES NO OTHER EXPRESS OR IMPLIED WARRANTIES AND THERE ARE NO OTHER WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION ON THE FACE OF THIS LIMITED WARRANTY.

For questions or comments, please direct your correspondence to the address below.

CM Trailers Warranty Department
PO BOX 680 Madill, OK 73446
customerservice@cmtrailers.com

CM Trailers
PO Box 680 · Madill, OK 73446
www.cmtrailers.com
P: 580.795.5536
E: customerservice@cmtrailers.com

Reporting Safety Defects

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying CM Trailers.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or CM Trailers.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, DC area) or write to:

NHTSA
U.S. DEPARTMENT of TRANSPORTATION
400 7th Street SW, (NSA-11)
Washington, DC 20590

You can also obtain other information about motor vehicle safety from the Hotline.

Guidelines Fifth Revision—August 2000 NATM

Safety & Hook-up Procedures

- ☐ Prior to hook-up, check hitch on tow vehicle.
 - A. Check for loose bolts, attaching pins, etc.
 - B. Check ball for proper torque and size to match trailer coupler.
 - C. When receiver hitch is used, check cross pin and safety pin.
- ☐ Check electrical connector plug on vehicle.
 - A. Visually check for loose or frayed wires hanging from plug and where connected to tow vehicle wiring.
 - B. Using test light or test stand, check for electric current in plug at the proper pin location in the plug (marker lights, right turn, brake, ground and auxiliary hot wire, if applicable.)
- ☐ Hook trailer to tow vehicle
 - A. Check for proper ball size to match trailer hitch coupler, verify coupler is securely attached to ball, and insert safety pin.
 - B. Attach safety chains to tow vehicle (chains must be hooked to permanent member of the tow vehicle. The addition of eyes or loops may be necessary to accommodate the safety chain properly.)
- ☐ Check trailer for proper towing attitude. A loaded or unloaded trailer must be towed with a positive hitch height for a safe towing. When the hook-up is slightly higher compared to the leveling of the trailer, a smoother performance is given.
- ☐ Connect electrical plug, check lights by verifying on trailer as follows:
 - A. Check marker light (running lights) with only park lights on. If interior dome lights are applicable, they should be tested now to see if they are wired in conjunction with marker lights on the trailer.
 - B. Turn off tow vehicle park lights, then turn on left turn signal and verify on the trailer.
 - C. Turn off left turn signal, then turn on right turn signal and verify on the trailer.
 - D. With turn signals and park lights at the off position, apply pressure to the brake pedal on the towing vehicle and verify that the brake (stop) lights are working.
- ☐ Check electric brakes if applicable.
 - A. Check electronic brake control for proper setting. Set the control's level adjustment and adjust the gain control as needed. Consult the brake control manual for proper adjustment procedure.
 - B. After setting the brake control, start the tow vehicle and pull the trailer forward. Apply the trailer brakes manually using the brake control only. Repeat this several times adjusting the gain control until smooth braking action is achieved.
- ☐ Check the emergency break-away system with the break-away battery installed. Pull the emergency break-away cable pin from the emergency break-away switch. Start the tow vehicle and try to pull the trailer forward. The brakes should now be engaged on the trailer only, causing a dragging pressure against the trailer. As soon as this procedure is tested, reapply the emergency break-away pin back into the switch. While the pin is removed, a depletion of energy is occurring from the battery.
- ☐ Check all tires for proper inflation.
- ☐ Check all lug nuts for proper torque. During the life of the trailer, it is recommended to periodically check lug nut torque.
- ☐ Check all gates and latches. Gates should all be closed and latched during towing.
- ☐ Demonstrate proper methods of latching all gates and doors.

I understand and agree that the above procedures have been explained and performed by the dealership.

Customer: _____ **Date:** _____

Sales Rep: _____ **Dealership:** _____

DISCLAIMER:

This document is intended to aid in safe trailer towing and does not intend nor claim to address all issues of safe towing that may occur. Contract Manufacturer, LLC (CM Trailer), nor its associates assumes any responsibility for the collective comments of this document.

Tire Safety Information

This portion of the User's Manual contains tire safety information as required by 49 CFR 575.6.

Section 2.1 contains "Steps for Determining Correct Load Limit - Trailer".

Section 2.2 contains "Steps for Determining Correct Load Limit - Tow Vehicle".

Section 2.3 contains a Glossary of Tire Terminology, including "cold inflation pressure", "maximum inflation pressure", "recommended inflation pressure", and other non-technical terms.

Section 2.4 contains information from the NHTSA brochure entitled "Tire Safety — Everything Rides On it".

This brochure, as well as the preceding subsections, describes the following items;

- Tire labeling, including a description and explanation of each marking on the tires, and information about the DOT Tire Identification Number (TIN).
- Recommended tire inflation pressure, including a description and explanation of:
 - A. Cold inflation pressure.
 - B. Vehicle Placard and location on the vehicle.
 - C. Adverse safety consequences of under inflation (including tire failure).
 - D. Measuring and adjusting air pressure for proper inflation.
- Tire Care, including maintenance and safety practices .
- Vehicle load limits, including a description and explanation of the following items:
 - A. Locating and understanding the load limit information, total load capacity, and cargo capacity.
 - B. Calculating total and cargo capacities with varying seating configurations including quantitative examples showing / illustrating how the vehicles cargo and luggage capacity decreases as combined number and size of occupants' increases. This item is also discussed in Section 3.
 - C. Determining compatibility of tire and vehicle load capabilities.
 - D. Adverse safety consequences of overloading on handling and stopping on tires.

1.1. Steps for Determining Correct Load Limit - Trailer

Determining the load limits of a trailer includes more than understanding the load limits of the tires alone. On all trailers there is a Federal certification/VIN label that is located on the forward half of the let (road) side of the unit. This certification/VIN label will indicate the trailer's Gross Vehicle Weight Rating (GVWR). This is the most weight the fully loaded trailer can weigh. It will also provide the Gross Axle Weight Rating (GAWR). This is the most a particular axle can weigh. If there are multiple axles, the GAWR of each axle will be provided.

If your trailer has a GVWR of 10,000 pounds or less, there is a vehicle placard located in the same location as the certification label described above. This placard provides tire and loading information. In addition, this placard will show a statement regarding maximum cargo capacity. Cargo can be added to the trailer, up to the maximum weight specified on the placard. The combined weight of the cargo is provided as a single number. In any


case, remember: the total weight of a fully loaded trailer cannot exceed the stated GVWR.

For trailers with living quarters installed, the weight of water and propane also need to be considered. The weight of fully filled propane containers is considered part of the weight of the trailer before it is loaded with cargo, and is not considered part of the disposable cargo load. Water however, is a disposable cargo weight and is treated as such. If there is a fresh water storage tank of 100 gallons, this tank when filled would weigh about 800 pounds. If more cargo is being transported, water can be off-loaded to keep the total amount of cargo added to the vehicle within the limits of the GVWR so as not to overload the vehicle. Understanding this flexibility will allow you, the owner, to make choices that fit your travel needs.

When loading your cargo, be sure it is distributed evenly to prevent overloading front to back and side to side. Heavy items should be placed low and as close to the axle positions as reasonable. Too many items on one side may overload a tire. The best way to know the actual weight of the vehicle is to weigh it at a public scale. Talk to your dealer to discuss the weighing methods needed to capture the various weights related to the trailer. This would include the weight empty or unloaded, weights per axle, wheel, hitch or king-pin, and total weight.

Excessive loads and/or under inflation cause tire overloading and, as a result, abnormal tire flexing occurs. This situation can generate an excessive amount of heat within the tire. Excessive heat may lead to tire failure. It is the air pressure that enables a tire to support the load, so proper inflation is critical. The proper air pressure may be found on the certification/VIN label and/or on the Tire Placard. This value should never exceed the maximum cold inflation pressure stamped on the tire.

1.1.1 Trailers 10,000 Pounds GVWR or Less



TIRE AND LOADING INFORMATION

The weight of cargo should never exceed XXX kg. or XXXlbs.

TIRE	SIZE	COLD TIRE PRESSURE
FRONT	20.5X8.0-10(E)	621kPa, 90PSI
REAR		
SPARE		

SEE OWNER'S
MANUAL FOR
ADDITIONAL
INFORMATION

Tire and Loading Information Placard – Figure 1-1

1. Locate the statement, "The weight of cargo should never exceed XXX kg or XXX lbs.," on your vehicle's placard. See figure 1-1.
2. This figure equals the available amount of cargo and luggage load capacity.
3. Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage load capacity.

The trailer's placard refers to the Tire Information Placard attached adjacent to or near the trailer's VIN (Certification) label at the left front of the trailer.

1.1.2 Trailers Over 10,000 Pounds GVWR (Note: These Trailers are not Required to Have a Tire Information Placard on the Vehicle)

1. Determine the empty weight of your trailer by weighing the trailer using a public scale or other means. This step does not have to be repeated.
2. Locate the GV\NR (Gross Vehicle Weight Rating) of the trailer on your trailer's VIN (Certification) label.
3. Subtract the empty weight of your trailer from the GVWR stated on the VIN label. That weight is the maximum available cargo capacity of the trailer and may not be safely exceeded.

1.2 Steps for Determining Correct Load Limit – Tow Vehicle

1. Locate the statement, "The combined weight of occupants and cargo should never exceed XXX lbs.," on your vehicle's placard.
2. Determine the combined weight of the driver and passengers who will be riding in your vehicle.
3. Subtract the combined weight of the driver and passengers from XXX kilograms or XXX pounds.
4. The resulting figure equals the available amount of cargo and luggage capacity. For example, if the "XXX" amount equals 1400 lbs. and there will be five 150 lb. passengers in your vehicle, the amount of available cargo and luggage capacity is 650 lbs. ($1400 - 750 (5 \times 150) = 650$ lbs.).
5. Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage capacity calculated in Step # 4.
6. If your vehicle will be towing a trailer, load from your trailer will be transferred to your vehicle. Consult the tow vehicle's manual to determine how this weight transfer reduces the available cargo and luggage capacity of your vehicle.

1.3 Glossary of Tire Terminology

Accessory weight

The combined weight (in excess of those standard items which may be replaced) of automatic transmission, power steering, power brakes, power windows, power seats, radio and heater, to the extent that these items are available as factory-installed equipment (whether installed or not).

Bead

The part of the tire that is made of steel wires, wrapped or reinforced by ply cords and that is shaped to fit the rim.

Bead separation

This is the breakdown of the bond between components in the bead.

Bias ply tire

A pneumatic tire in which the ply cords that extend to the beads are laid at alternate angles substantially less than 90 degrees to the centerline of the tread.

Carcass

The tire structure, except tread and sidewall rubber which, when inflated, bears the load.

Chunking

The breaking away of pieces of the tread or sidewall.

Cold inflation pressure

The pressure in the tire before you drive.

Cord

The strands forming the plies in the tire.

Cord separation

The parting of cords from adjacent rubber compounds.

Cracking

Any parting within the tread, sidewall, or inner liner of the tire extending to cord material.

CT

A pneumatic tire with an inverted flange tire and rim system in which the rim is designed with rim flanges pointed radially inward and the tire is designed to fit on the underside of the rim in a manner that encloses the rim flanges inside the air cavity of the tire.

Curb weight

The weight of a motor vehicle with standard equipment including the maximum capacity of fuel, oil, and coolant, and, if so equipped, air conditioning and additional weight optional engine.

Extra load tire

A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

Groove

The space between two adjacent tread ribs.

Gross Axle Weight Rating

The maximum weight that any axle can support, as published on the Certification /VIN label on the front left side of the trailer. Actual weight determined by weighing each axle on a public scale, with the trailer attached to the towing vehicle.

Gross Vehicle Weight Rating

The maximum weight of the fully loaded trailer, as published on the Certification / VIN label. Actual weight determined by weighing trailer on a public scale, without being attached to the towing vehicle.

Hitch Weight

The downward force exerted on the hitch ball by the trailer coupler.

Innerliner

The layer(s) forming the inside surface of a tubeless tire that contains the inflating medium within the tire.

Innerliner separation

The parting of the innerliner from cord material in the carcass.

Intended outboard sidewall

The sidewall that contains a white-wall, bears white lettering or bears manufacturer, brand, and/or model name molding that is higher or deeper than the same molding on the other sidewall of the tire or the outward facing sidewall of an asymmetrical tire that has a particular side that must always face outward when mounted on a vehicle.

Light truck (LT) tire

A tire designated by its manufacturer as primarily intended for use on lightweight trucks or multipurpose passenger vehicles.

Load rating

The maximum load that a tire is rated to carry for a given inflation pressure.

Maximum load rating

The load rating for a tire at the maximum permissible inflation pressure for that tire.

Maximum permissible inflation pressure

The maximum cold inflation pressure to which a tire may be inflated.

Maximum loaded vehicle weight

The sum of curb weight, accessory weight, vehicle capacity weight, and production options weight.

Measuring rim

The rim on which a tire is fitted for physical dimension requirements.

Pin Weight

The downward force applied to the 5" wheel or gooseneck ball, by the trailer kingpin or gooseneck coupler.

Non-pneumatic rim

A mechanical device which, when a non-pneumatic tire assembly incorporates a wheel, supports the tire, and attaches, either integrally or separately, to the wheel center member and upon which the tire is attached.

Non-pneumatic spare tire assembly

A non-pneumatic tire assembly intended for temporary use in place of one of the pneumatic tires and rims that are fitted to a passenger car in compliance with the requirements of this standard.

Non-pneumatic tire

A mechanical device which transmits, either directly or through a wheel or wheel center member, the vertical load and tractive forces from the roadway to the vehicle, generates the tractive forces that provide the directional control of the vehicle and does not rely on the containment of any gas or fluid for providing those functions.

Non-pneumatic tire assembly

A non-pneumatic tire, alone or in combination with a wheel or wheel center member, which can be mounted on a vehicle.

Normal occupant weight

This means 68 kilograms (150 lbs.) times the number of occupants specified in the second column of Table I of 49 CFR 571.110.

Occupant distribution

The distribution of occupants in a vehicle as specified in the third column of Table I of 49 CFR 571.110.

Open splice

Any parting at any junction of tread, sidewall, or innerliner that extends to cord material.

Outer diameter

The overall diameter of an inflated new tire.

Overall width

The linear distance between the exteriors of the sidewalls of an inflated tire, including elevations due to labeling, decorations, or protective bands or ribs.

Ply

A layer of rubber-coated parallel cords.

Ply separation

A parting of rubber compound between adjacent plies.

Pneumatic tire

A mechanical device made of rubber, chemicals, fabric and steel or other materials, that, when mounted on an automotive wheel provides the traction and contains the gas or fluid that sustains the load.

Production options weight

The combined weight of those installed regular production options weighing over 2.3 kilograms (5 lbs.) in excess of those standard items which they replace, not previously considered in curb weight or accessory weight, including heavy duty brakes, ride levelers, roof rack, heavy duty battery, and special trim.

Radial ply tire

A pneumatic tire in which the ply cords that extend to the beads are laid at substantially 90 degrees to the centerline of the tread.

Recommended inflation pressure

This is the inflation pressure provided by the vehicle manufacturer on the Tire Information label and on the Certification / VIN tag.

Reinforced tire

A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

Rim

A metal support for a tire or a tire and tube assembly upon which the tire beads are seated.

Rim diameter

This means the nominal diameter of the bead seat.

Rim size designation

This means the rim diameter and width.

Rim type designation

This means the industry of manufacturers designation for a rim by style or code.

Rim width

This means the nominal distance between rim flanges.

Section width

The linear distance between the exteriors of the sidewalls of an inflated tire, excluding elevations due to labeling, decoration, or protective bands.

Sidewall

That portion of a tire between the tread and bead.

Sidewall separation

The parting of the rubber compound from the cord material in the sidewall.

Special Trailer (ST) tire

The "ST" is an indication the tire is for trailer use only.

Test rim

The rim on which a tire is fitted for testing, and may be any rim listed as appropriate for use with that tire.

Tread

That portion of a tire that comes into contact with the road.

Tread rib

A tread section running circumferentially around a tire.

Tread separation

Pulling away of the tread from the tire carcass.

Treadwear indicators (TWI)

The projections within the principal grooves designed to give a visual indication of the degrees of wear of the tread.

Vehicle capacity weight

The rated cargo and luggage load plus 68 kilograms (150 lbs.) times the vehicle's designated seating capacity.

Vehicle maximum load on the tire

The load on an individual tire that is determined by distributing to each axle its share of the maximum loaded vehicle weight and dividing by two.

Vehicle normal load on the tire

The load on an individual tire that is determined by distributing to each axle its share of the curb weight, accessory weight, and normal occupant weight (distributed in accordance with Table I of CRF 49 571.110) and dividing by 2.

Weather side

The surface area of the rim not covered by the inflated tire.

Wheel center member

In the case of a non-pneumatic tire assembly incorporating a wheel, a mechanical device which attaches, either integrally or separately, to the non-pneumatic rim and provides the connection between the non- pneumatic rim and the vehicle; or, in the case of a non-pneumatic tire assembly not incorporating a wheel, a mechanical device which attaches, either integrally or separately, to the non-pneumatic tire and provides the connection between tire and the vehicle.

Wheel-holding fixture

The fixture used to hold the wheel and tire assembly securely during testing.

1.4 Tire Safety – Everything Rides on It

The National Traffic Safety Administration (NHTSA) has published a brochure (DOT HS 809 361) that discusses all aspects of Tire Safety, as required by CFR 575.6. This brochure is reproduced in part below. It can be obtained and downloaded from NHTSA, free of charge, from the following web site:

<http://www.nhtsa.dot.gov/cars/rules/TireSafety/ridesonit/tires index.html>

Studies of tire safety show that maintaining proper tire pressure, observing tire and vehicle load limits (not carrying more weight in your vehicle than your tires or vehicle can safely handle), avoiding road hazards, and inspecting tires for cuts, slashes, and other irregularities are the most important things you can do to avoid tire failure, such as tread separation or blowout and flat tires. These actions, along with other care and maintenance activities, can also:

- Improve vehicle handling
- Help protect you and others from avoidable breakdowns and accidents
- Improve fuel economy
- Increase the life of your tires

This booklet presents a comprehensive overview of tire safety, including information on the following topics:

- Basic tire maintenance
- Uniform Tire Quality Grading System
- Fundamental characteristics of tires
- Tire safety tips

Use this information to make tire safety a regular part of your vehicle maintenance routine. Recognize that the time you spend is minimal compared with the inconvenience and safety consequences of a flat tire or other tire failure.

1.5 Safety First-Basic Tire Maintenance

Properly maintained tires improve the steering, stopping, traction, and load-carrying capability of your vehicle. Underinflated tires and overloaded vehicles are a major cause of tire failure. Therefore, as mentioned above, to avoid flat tires and other types of tire failure, you should maintain proper tire pressure, observe tire and vehicle load limits, avoid road hazards, and regularly inspect your tires.

1.5.1 Finding Your Vehicle's Recommended Tire Pressure and Load Limits

Tire information placards and vehicle certification labels contain information on tires and load limits. These labels indicate the vehicle manufacturer's information including:

- Recommended tire size
- Recommended tire inflation pressure
- Vehicle capacity weight (VCW—the maximum occupant and cargo weight a vehicle is designed to carry)
- Front and rear gross axle weight ratings (GAWR- the maximum weight the axle systems are designed to carry).

Both placards and certification labels are permanently attached to the trailer near the left front.

1.5.2 Understanding Tire Pressure and Load Limits

Tire inflation pressure is the level of air in the tire that provides it with load-carrying capacity and affects the overall performance of the vehicle. The tire inflation pressure is a number that indicates the amount of air pressure— measured in pounds per square inch (psi)-a tire requires to be properly inflated. (You will also find this number on the vehicle information placard expressed in kilopascals (kpa), which is the metric measure used internationally.)

Manufacturers of passenger vehicles and light trucks determine this number based on the vehicle's design load limit, that is, the greatest amount of weight a vehicle can safely carry and the vehicle's tire size. The proper tire pressure for your vehicle is referred to as the "recommended cold inflation pressure." (As you will read below, it is difficult to obtain the recommended tire pressure if your tires are not cold.) Because tires are designed to be used on more than one type of vehicle, tire manufacturers list the "maximum permissible inflation pressure" on the tire sidewall. This number is the

greatest amount of air pressure that should ever be put in the tire under normal driving conditions.

1.5.3 Checking Tire Pressure

It is important to check your vehicle's tire pressure at least once a month for the following reasons:

- Most tires may naturally lose air over time.
- Tires can lose air suddenly if you drive over a pothole or other object or if you strike the curb when parking.
- With radial tires, it is usually not possible to determine underinflation by visual inspection.

For convenience, purchase a tire pressure gauge to keep in your vehicle. Gauges can be purchased at tire dealerships, auto supply stores, and other retail outlets. The recommended tire inflation pressure that vehicle manufacturers provide reflects the proper psi when a tire is cold. The term cold does not relate to the outside temperature. Rather, a cold tire is one that has not been driven on for at least three hours. When you drive, your tires get warmer, causing the air pressure within them to increase. Therefore, to get an accurate tire pressure reading, you must measure tire pressure when the tires are cold or compensate for the extra pressure in warm tires.

1.5.4 Steps for Maintaining Proper Tire Pressure

- Step 1: Locate the recommended tire pressure on the vehicle's tire information placard, certification label, or in the owner's manual.
- Step 2: Record the tire pressure of all tires.
- Step 3: If the tire pressure is too high in any of the tires, slowly release air by gently pressing on the tire valve stem with the edge of your tire gauge until you get to the correct pressure.
- Step 4: If the tire pressure is too low, note the difference between the measured tire pressure and the correct tire pressure. These "missing" pounds of pressure are what you will need to add.
- Step 5: At a service station, add the missing pounds of air pressure to each tire that is underinflated.
- Step 6: Check all the tires to make sure they have the same air pressure (except in cases in which the front and rear tires are supposed to have different amounts of pressure).

If you have been driving your vehicle and think that a tire is underinflated, fill it to the recommended cold inflation pressure indicated on your vehicle's tire information placard or certification label. While your tire may still be slightly underinflated due to the extra pounds of pressure in the warm tire, it is safer to drive with air pressure that is slightly lower than the vehicle manufacturer's recommended cold inflation pressure than to drive with a significantly underinflated tire. Since this is a temporary fix, don't forget to recheck and adjust the tire's pressure when you can obtain a cold reading.

1.5.5 Tire Size

To maintain tire safety, purchase new tires that are the same size as the vehicle's original tires or another size recommended by the manufacturer. Look at the tire information placard, the owner's manual, or the sidewall of the tire you are replacing to find this information. If you have any doubt about the correct size to choose, consult with the tire dealer.

1.5.6 Tire Tread

The tire tread provides the gripping action and traction that prevent your vehicle from slipping or sliding, especially when the road is wet or icy. In general, tires are not safe and should be replaced when the tread is worn down to 1/16 of an inch. Tires have built in tread wear indicators that let you know when it is time to replace your tires. These indicators are raised sections spaced intermittently in the bottom of the tread grooves. When they appear "even" with the outside of the tread, it is time to replace your tires. Another method for checking tread depth is to place a penny in the tread with Lincoln's head upside down and facing you. If you can see the top of Lincoln's head, you are ready for new tires.

1.5.7 Tire Balance and Wheel Alignment

To avoid vibration or shaking of the vehicle when a tire rotates, the tire must be properly balanced. This balance is achieved by positioning weights on the wheel to counterbalance heavy spots on the wheel-and-tire assembly. A wheel alignment adjusts the angles of the wheels so that they are positioned correctly relative to the vehicle's frame. This adjustment maximizes the life of your tires. These adjustments require special equipment and should be performed by a qualified technician.

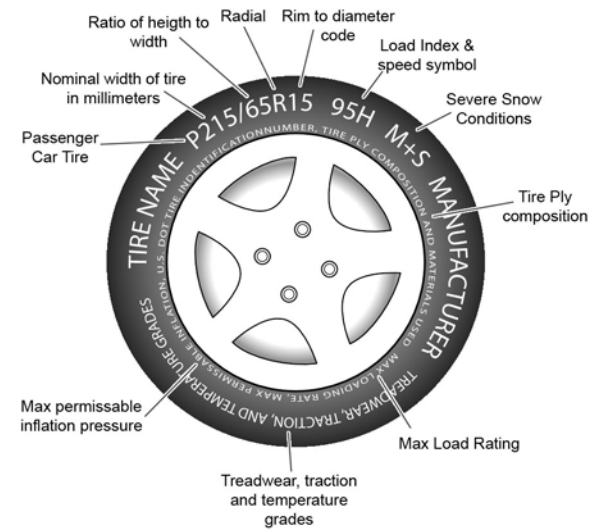
1.5.8 Tire Repair

The proper repair of a punctured tire requires a plug for the hole and a patch for the area inside the tire that surrounds the puncture hole. Punctures through the tread can be repaired if they are not too large, but punctures to the sidewall should not be repaired. Tires must be removed from the rim to be properly inspected before being plugged and patched.

1.5.9 Tire Fundamentals

Federal law requires tire manufacturers to place standardized information on the sidewall of all tires. This information identifies and describes the fundamental characteristics of the tire and also provides a tire identification number for safety standard certification and in case of a recall.

1.5.9.1 Information on Passenger Vehicle Tires



P

The "P" indicates the tire is for passenger vehicles.

Next number

This three-digit number gives the width in millimeters of the tire from sidewall edge to sidewall edge. In general, the larger the number, the wider the tire.

Next number

This two-digit number, known as the aspect ratio, gives the tire's ratio of height to width. Numbers of 70 or lower indicate a short sidewall for improved steering response and better overall handling on dry pavement.

R

The "R" stands for radial. Radial ply construction of tires has been the industry standard for the past 20 years.

Next number

This two-digit number is the wheel or rim diameter in inches. If you change your wheel size, you will have to purchase new tires to match the new wheel diameter.

Next number

This two- or three-digit number is the tire's load index. It is a measurement of how much weight each tire can support. You may find this information in your owner's manual. If not, contact a local tire dealer. Note: You may not find this information on all tires because it is not required by law.

M+S

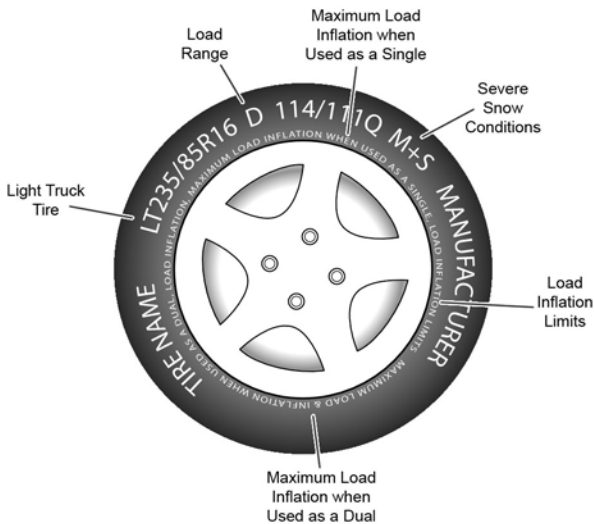
The "M+S" or "M/S" indicates that the tire has some mud and snow capability. Most radial tires have these markings; hence, they have some mud and snow capability.

Speed Rating

The speed rating denotes the speed at which a tire is designed to be driven for extended periods of time. The ratings range from 99 miles per hour (mph) to 186 mph. These ratings are listed below. Note: You may not find this information on all tires because it is not required by law.

1.5.9.2 Additional Information on Light Truck Tires

Please refer to the following diagram.



Tires for light trucks have other markings besides those found on the sidewalls of passenger tires.

LT

The "LT" indicates the tire is for light trucks or trailers.

ST

An "ST" is an indication the tire is for trailer use only.

Max. Load Dual kg (lbs) at kPa (psi) Cold

This information indicates the maximum load and tire pressure when the tire is used as a dual, that is, when four tires are put on each rear axle (a total of six or more tires on the vehicle).

Max. Load Single kg (lbs) at kPa (psi) Cold

This information indicates the maximum load and tire pressure when the tire is used as a single.

Load Range

This information identifies the tire's load-carrying capabilities and its inflation limits.

1.6 Tire Safety Tips

Preventing Tire Damage

- Slow down if you have to go over a pothole or other object in the road.
- Do not run over curbs or other foreign objects in the roadway, and try not to strike the curb when parking.

Tire Safety Checklist

- Check tire pressure regularly (at least once a month), including the spare.
- Inspect tires for uneven wear patterns on the tread, cracks, foreign objects, or other signs of wear or trauma.
- Remove bits of glass and foreign objects wedged in the tread.
- Make sure your tire valves have valve caps.
- Check tire pressure before going on a long trip.
- Do not overload your vehicle. Check the Tire Information and Loading Placard or User's Manual for the maximum recommended load for the vehicle.

Tire Safety Information

Letter Rating	Speed Rating
Q	99 MPH
R	106 MPH
S	112 MPH
T	118 MPH
U	124 MPH
H	130 MPH
V	149 MPH
W	168* MPH
Y	186* MPH

*For tires with a maximum speed capability over 149 mph, tire manufacturers sometimes use the letters ZR. For those with a maximum speed capability over 186 mph, tire manufacturers always use the letters ZR.

U.S. DOT Tire Identification Number

This begins with the letters “DOT” and indicates that the tire meets all federal standards. The next two numbers or letters are the plant code where it was manufactured, and the last four numbers represent the week and year the tire was built. For example, the numbers 3197 means the 31st week of 1997. The other numbers are marketing codes used at the manufacturer’s discretion. This information is used to contact consumers if a tire defect requires a recall.

Tire Ply Composition and Materials Used

The number of plies indicates the number of layers of rubber-coated fabric in the tire. In general, the greater the number of plies, the more weight a tire can support. Tire manufacturers also must indicate the materials in the tire, which include steel, nylon, polyester, and others.

Maximum Load Rating

This number indicates the maximum load in kilograms and pounds that can be carried by the tire.

Maximum Permissible Inflation Pressure

This number is the greatest amount of air pressure that should ever be put in the tire under normal driving conditions.

1.5.9.2 UTQGS Information

Treadwear Number

This number indicates the tire’s wear rate. The higher the treadwear number is, the longer it should take for the tread to wear down. For example, a tire graded 400 should last twice as long as a tire graded 200.

Traction Letter

This letter indicates a tire’s ability to stop on wet pavement. A higher graded tire should allow you to stop your car on wet roads in a shorter distance than a tire with a lower grade. Traction is graded from highest to lowest as “AA”, “A”, “B” and “C”.

Temperature Letter

This letter indicates a tire’s resistance to heat. The temperature grade is for a tire that is inflated properly and not overloaded. Excessive speed, underinflation or excessive loading, either separately or in combination, can cause heat build-up and possible tire failure. From highest to lowest, a tire’s resistance to heat is graded as “A”, “B”, or “C”.

Safety Labels for Cattle Trailers

For replacement decals please contact the manufacturer by phone at 580-795-5536 or by mail at CM Trailers, P.O. Box 680, Madill, OK 73446, or by e-mail at customerservice@cmtrailers.com.

DISCLAIMER

THIS TRAILER DESIGNED FOR LIVESTOCK TRANSPORT ONLY. ANY MISUSE OF ITS INTENDED PURPOSE, MODIFICATION OR USE OF COMPONENTS NOT INITIALLY PROVIDED BY THE MANUFACTURER WILL VOID ALL WARRANTIES. THE MANUFACTURERS AND DEALERS WILL NOT BE RESPONSIBLE FOR DAMAGE OR INJURY RESULTING FROM ANY SUCH MISUSE OF OPERATION.

Located on tongue next to serial #



Located above gate latch
on left rear of trailer



Located on tongue above
2" or 2 5/16" hitch diagram

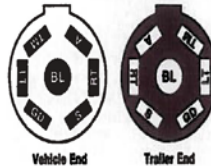
4-Pole Flat Connectors



RT...Right Turn - Green
LT...Left Turn - Yellow
TM...Tail Light - Brown
GD...Ground - White

Note: Locate wires by function only. Color coding is not standard among all manufacturers.

7-Pole Round Connectors



TM...Tail Light - Brown
A...Auxiliary Hot Wire - Red
RT...Right Turn - Green
S...Brake - Black
GD...Ground - White
LT...Left Turn - Yellow
BL...Backup Light - Purple

*Caution: Some RV manufacturers have a slight color code variation on the trailer end of the plug. A particular unit may require alteration, however, the plug configuration should remain the same. Note: Locate wires by function only. Color coding is not standard among all manufacturers.

Located in side of left front corner
above tube and tie ring



Located above disclaimer on tongue

Safety Labels for Cargo Trailers

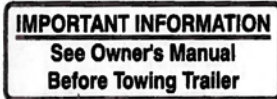
For replacement decals please contact the manufacturer by phone at 580-795-5536 or by mail at CM Trailers, P.O. Box 680, Madill, OK 73446, or by e-mail at customerservice@cmtrailers.com.



Located on access door



Located on top of tongue



Located on top of tongue above 2" or 2 5/16" diagram sticker



Located above rear latch on back gate or ramp



Located on tongue next to caution



Located on access door with other caution sticker

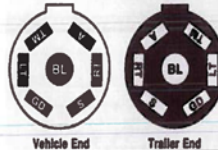
4-Pole Flat Connectors



RT...Right Turn - Green
LT...Left Turn - Yellow
TM...Tail Light - Brown
GD...Ground - White

Note: Locate wires by function only. Color coding is not standard among all manufacturers.

7-Pole Round Connectors



TM...Tail Light - Brown
A...Auxiliary Hot Wire - Red
RT...Right Turn - Green
S...Brake - Black
GD...Ground - White
LT...Left Turn - Yellow
BL...Backup Light - Purple

*Caution: Some RV manufacturers have a slight color code variation on the trailer end of the plug. A particular unit may require alteration, however, the plug configuration should remain the same. Note: Locate wires by function only. Color coding is not standard among all manufacturers.

Located in side of trailer in left front corner above tube

Coupler Information Labels for Gooseneck

For replacement decals please contact the manufacturer by phone at 580-795-5536 or by mail at CM Trailers, P.O. Box 680, Madill, OK 73446, or by e-mail at customerservice@cmtrailers.com.

WARNING

**FAILURE TO
LATCH COUPLER
COULD CAUSE
SERIOUS DAMAGE
OR INJURY!**

MAXIMUM ADJMT. 8"

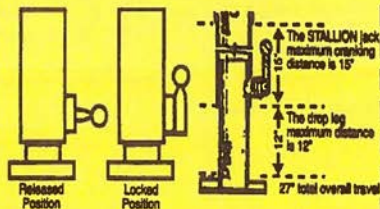
GTW 25,000 Lbs.

Stallion *the new breed*
by Crain Mfg., Inc.
1-888-77HITCH (4-4824) - DURANT, OK 74701

Located on front of gooseneck coupler

CAUTION

NO-SPRING DROP LEG JACK



TO LOWER LEG:

1. BREAK OVER LEVER TO RELEASED POSITION.
2. DROP LEG WILL EXTEND TO DESIRED POSITION
3. LIFT LEVER INTO LOCKED POSITION
4. ROTATE CRANK TO EXTEND JACK TO DESIRED HEIGHT

TO RETRACT LEG:

1. ROTATE CRANK TO RETRACT JACK TO MINIMUM RETRACTED POSITION
2. BREAK OVER LEVER TO RELEASED POSITION
3. LIFT DROP LEG BY HANDLE
4. RETURN LEVER TO LOCKED POSITION
5. FAILURE TO RETURN LEVER TO LOCKED POSITION COULD CAUSE SERIOUS DAMAGE!

CRAIN MFG., INC.

1-888-77-HITCH - DURANT, OK 74701

CAUTION

Located on front of drop leg jack



DANGER

Manufacturer warns against the use of any heating device in an enclosed area. Some heating devices may release fumes, flames, smoke or other hazardous emissions, which could result in serious injury or possible death due to asphyxiation.

Located on all access doors to tanks and access doors to mates and mites



DANGER

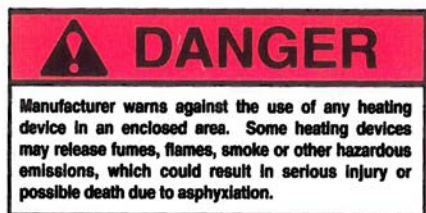
**Heavy Door
Stand Clear**

Failure to comply can result in serious injury.

Located on ramps above handle

Coupler Information Labels for Bumper-Pull

For replacement decals please contact the manufacturer by phone at 580-795-5536 or by mail at CM Trailers, P.O. Box 680, Madill, OK 73446, or by e-mail at customerservice@cmtrailers.com.



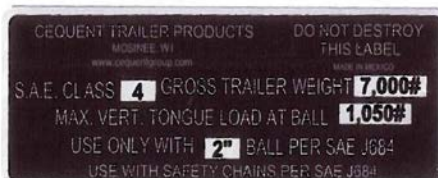
Located on all access doors to tanks and access doors to mates and mites



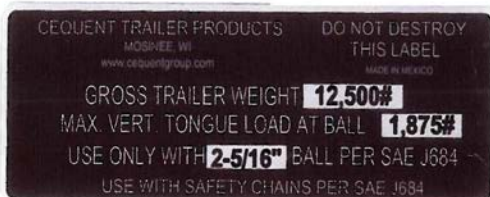
Located on ramps above handle



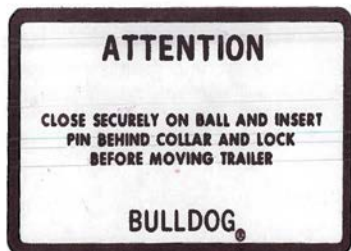
Located on top of stem of wind jack



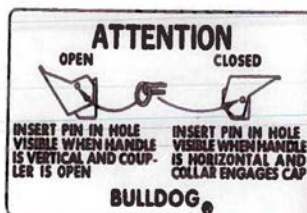
Located on top of coupler with 2" ball



Located on top of coupler with 2 5/16" ball



Located on side of coupler of 2"



Located on side of coupler with 2 5/16"

BRAKEMASTER™

PART #20001, #20003, #20003* and #20004*

Brake-Away System for Single, Tandem, and Tri-Axle Trailers “Safety on the road”

Make sure you have all parts before you start your installation

*Kits #20003 and #20004 do not include mounting hardware.



BRAKE-AWAY BOX



(2) U-BOLTS



(4) SMALL FLAT
WASHERS



(4) LOCKING
NUTS



(4) SELF-TAP
SCREWS



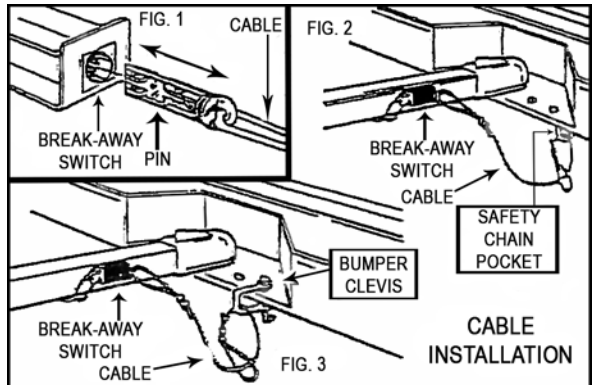
BRAKE-AWAY SWITCH
WITH CABLE

The Brake-Away System is designed to bring trailers safely to a stop by activating electric brakes, should a trailer be disconnected while driving. This type of safety system is required in most states on trailers rated over 3,000 GVW. The following instructions must be precisely followed to ensure proper operations. Please read the following instructions thoroughly before installing this product. Your trailer must have operational electric brakes before installation. Once you determine your trailer brakes work, find a secure location on your trailer to mount the Brake-Away Kit. You have two options to mount this kit.

OPTION 1-

U-BOLT MOUNTIN INSTRUCTIONS:

1. Use included U-Bolts and wrap around secure mounting surface on trailer (jack frame, etc.).
2. Attach Brake-Away Kit by routing U-Bolts through holes provided on each side of the plastic casing.
3. Place one flat washer over each bolt with locking nut. Use 1/2" wrench and tighten. Note: Be careful not to over tighten. Over tightening may cause housing to crack.
4. Next mount Brake-Away Switch close enough on trailer that cable can be attached to vehicle.
5. Follow "Wiring Instructions".



OPTION 2-

SELFTAPPING SCREW MOUNTING INSTRUCTIONS:

1. Locate secure surface on trailer to mount Brake-Away Kit.
2. With flat washers on each screw, route through provided holes in each corner of the Brake-Away Kit plastic casing. Use screwdriver or drill and secure to trailer. DO NOT drill holes in trailer frame. This will weaken the frame and void your trailer warranty.
3. Next mount Brake-Away Switch close enough on trailer that cable can be attached to vehicle.
4. Follow "Wiring Instructions".

WIRING INSTRUCTIONS:

1. Splice one blue wire of the Brake-Away Switch to the electric brake wire coming from the trailer side connector (A).
2. Connect other blue wire of Brake-Away Switch to the blue wire (labeled "Brake") from the Brake-Away Box (B). (Note: Blue wires are interchangeable on the Brake-Away Switch.)
3. Splice white wire from Brake-Away Box to existing ground wire on trailer or ground directly to trailer frame ©.
4. Splice black wire on Brake-Away Box to trailer 12-Volt auxiliary power lead (D). This will charge the Brake Away battery when vehicle is in use. (Note: Black wire is found only on Model 20001 and 20004.)
5. Test unit by pulling firmly on cable of Brake-Away Switch. Battery will activate brakes. (Note: Do not use this kit as a parking brake.) Battery should be charged and tested prior to each trailer outing.

OPERATING INSTRUCTIONS:

1. Test your Brake-Away Kit before each outing as described in Step 5 of the wiring instructions.
2. Once tested, Brake-Away Switch cable should be secured to vehicle bumper or frame. The cable can be attached many different ways. Two of the most common are: (1) Pull the pin out of the Brake-Away Switch (Fig. 1) and route through safety chain pocket (Fig. 2), then through cable loop and reconnect pin. (2) Attach cable loop to a bumper clevis (Fig 3). Do not loop cable over hitch ball, cable may bounce off while vehicle is moving. Note: Plunger pin must be facing the rear of the vehicle directly behind where you secure the cable on your vehicle. Any other angle may cause Brake-Away Switch failure.

Brake-Away Kit Accessories

- # 20005 Brake-Away Switch Complete with Cable
- # 20006 Box and Hardware
- #20009 Replacement Brake-Away Switch Cable and Pin
- #20007 Brake-Away Kit Charger

Look for other trailer wiring products

- | | |
|------------------------|------------------|
| - Vehicle T-Connectors | - Converters |
| -Adapters | - Brake Controls |

**YOUR TRAILER MUST HAVE OPERATIONAL ELECTRICAL
BRAKES TO USE THIS PRODUCT.**

SEE WIRING DIAGRAMS ON NEXT PAGE



DIAGRAM WITH CHARGER (Part No's. 20001 & 20004)

DIAGRAMA CON EL CARGADOR (Núm. de Partes 20001 & 20004)

DIAGRAMME AVEC CHARGEUR (N^{os} de pièce 20001 et 20004)

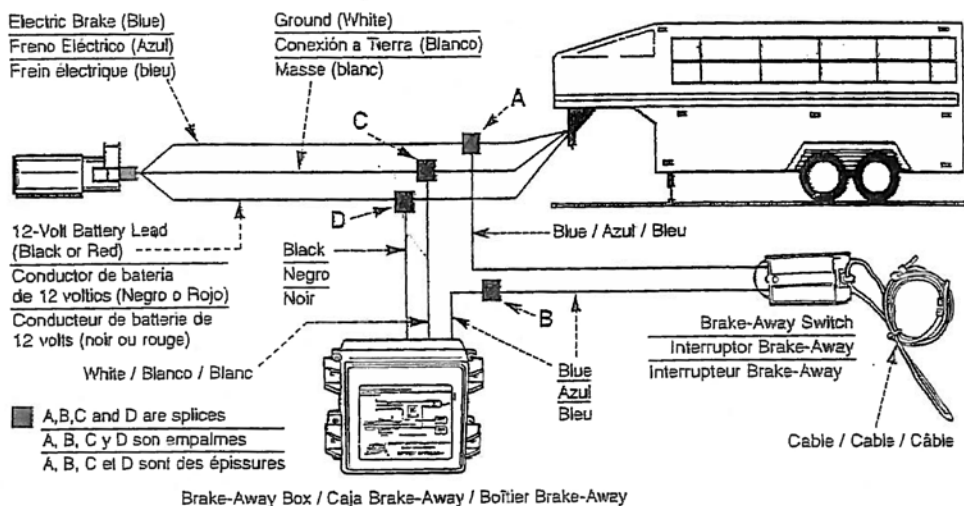
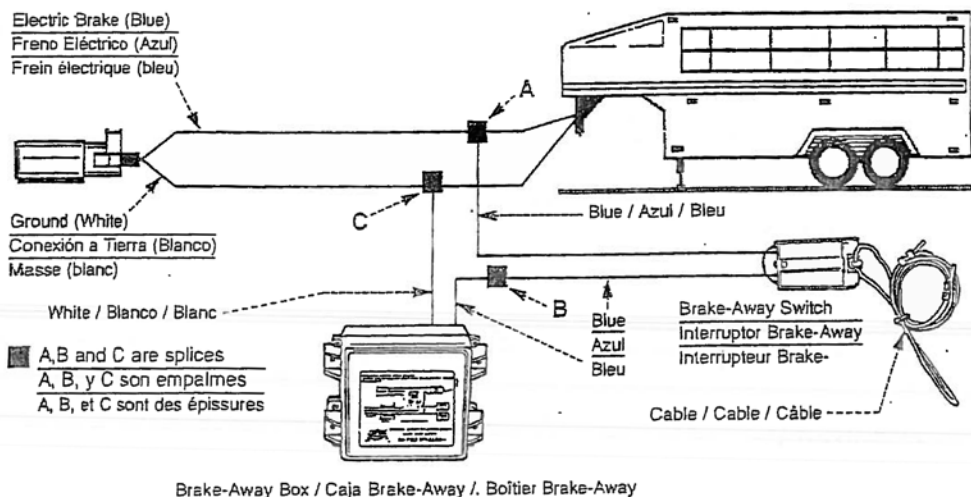


DIAGRAM WITHOUT CHARGER (Part No's. 20002 & 20003)

DIAGRAMA SIN EL CARGADOR (Núm. de Partes 20002 & 20003)

DIAGRAMME SANS CHARGEUR (N^{os} de pièce 20002 et 20003)



Note: Wire By Function Only. Color Coding is Not Standard Among Manufacturers.

Nota: Instale el cableado por su función solamente. Código de color no es la norma entre todos los fabricantes.

Remarque: Câbler uniquement selon les fonctions. Le code de couleur peut varier d'un constructeur à l'autre.

QUESTIONS - CALL / PREGUNTAS - LLAME AL / QUESTIONS - APPELER AU 1/800-835-0129

Battery Information

For Rechargeable, Sealed Maintenance Free 12V Battery

Battery Storage on Shelf

The cooler the temperature the less charge the batter will lose while in storage.

Battery on Trailer and or Stand By

A battery waiting to be used should be tested for full voltage and / or charged every 4 months.

Charge/Charging Batteries (Caution)

- Avoid short circuit
- Do not charge in a sealed container
- Keep away from sparks and flame
- Charge current should be under 1.0 amps
- When full battery voltage has been reached reduce charge current to a trickle
- Improper battery charging will reduce the life of the battery
- When maintained battery-to-battery manufactures recommendations a sealed 12v, 4-amp battery should have an expected service life between 3-5 years.

Testing Battery

To measure terminal voltage with a voltmeter; place a voltmeter across a battery positive lead on the Red terminal and the negative lead on the Black terminal. Fully charged open circuit voltage at 77 F +- 1 should be 12.9 volts normal voltage 12.0 volts. Discharge voltage 11.64 volts.

Note: It is recommended your battery be charged after every use.

Wiring Diagram (Six Terminal)			Wiring Diagram (Seven Terminal)	
"GD"	White	Common Ground	White	Common Ground
"S"	Black	Electric Brakes	Black	Electric Brakes
"TM"	Brown	Tail/Clearance/License	Brown	Tail/Clearance/License
"A"	Red	Auxiliary	Red	Auxiliary
"LT"	Yellow	Left Stop/Turn Signal	Yellow	Left Stop/Turn Signal
"RT"	Green	Right Stop/Turn Signal	Green	Right Stop/Turn Signal
			Blue	Back Up

